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Transmittal Note

Amendment No. 2

to the

AERONAUTICAL INFORMATION SERVICES MANUAL

Sixth Edition — 2003

1. To incorporate Amendment No. 2, insert the attached new and replacement pages in the appropriate place:

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2. Record the entry of this amendment page (ii).

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SPECIMEN AIP

Chapter 2

PROVISION OF RAW DATA

2.1 ASSIGNMENT OF RESPONSIBILITY FOR ORIGINATION OF RAW DATA

2.1.1 The State's aviation authority must assign to its technical branches at headquarters the responsibility of originating the raw data required by the aeronautical information service (AIS) for promulgation in the Aeronautical Information Publication (AIP), AIP Supplements, NOTAM, pre-flight information bulletins (PIB) and Aeronautical Information Circulars (AIC). Therefore, the technical branches should ensure that they have speedy and reliable lines of communication with the AIS. On receipt of the raw data, it is the responsibility of the AIS to check, record and edit it in order to distribute it in a standard format. Raw data includes both basic and temporary information and should be submitted to the AIS on the aeronautical information promulgation advice form (see Figure 2-1).

2.1.2 Ideally the aim is for the AIS to be in possession of all information, regularly amended, that is required or likely to be required by national operators flying from the State and international operators flying through the State, with due allowance for occasional flights by charter operators.

2.2 BASIC INFORMATION

Basic information usually covers the more permanent or static material destined for inclusion in the AIP and, as such, should preferably be authorized by the policy branches at headquarters level in order to ensure uniform format and compliance with present or future policy. All basic information should be supplied well in advance to the AIS to permit enough time for processing and distribution, thus affording reasonable advance notice to operators.

2.3 INFORMATION OF A TEMPORARY NATURE AND OF SHORT DURATION

2.3.1 Information of a temporary nature or of short duration may also be originated by the technical branches or sections, for example, when temporary changes are made to basic information, when special short-term procedures are introduced, or for certain navigational warnings.

2.3.2 Responsibility for origination of the majority of such information (which covers, for example, work in progress at airports/heliports and radio installations, unserviceabilities, or temporary withdrawal or reinstatement of operational facilities) should, however, be delegated to the local authority, who must be given the facilities to communicate directly with the AIS in order to ensure the fastest possible required action.

2.4 WORKING ARRANGEMENTS

2.4.1 To ensure promptness and accuracy in the distribution of aeronautical information, each of the services responsible for providing the AIS with raw data should designate individuals who are to be responsible for maintaining direct and continuous liaison with the AIS.

2.4.2 Additionally, liaison should be arranged and local agreements established, where necessary, between aerodrome/heliport AIS units and those local authorities in aerodromes, communications, meteorology, air traffic services, search and rescue and facilitation responsible for the origination of current information on aerodrome/heliport conditions and services. This would include the serviceability and operational status of visual and non-visual aids and the state of the manoeuvring area. This is to ensure the fast distribution by the AIS of temporary information of concern in the approach, landing and departure phases of flight.

2.5 MODES OF COMMUNICATION

The modes of communication required for submission of raw data to the AIS should include:

a) *messenger service:* in all cases where such a service exists and time permits (It is necessary to have such

data submitted in typescript on the aeronautical information promulgation advice form as this provides an authoritative record.);

b) *postal service:* in all cases where a messenger service is not available;

c) *aeronautical fixed service:* in all cases where the messenger or postal service would not meet the time factor (This should be followed by a completed aeronautical information promulgation advice form.);

d) *telefax;*

e) *telephonic:* in emergency cases only (This must be confirmed by a completed aeronautical information promulgation advice form.);

f) *computer network;* and

g) *Internet (electronic mail and websites).*

2.6 AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC)

The need for control

2.6.1 Information concerning changes in facilities, services or procedures in most cases requires amendments to be made to airline operations manuals or other documents produced by various aviation agencies. The organizations responsible for maintaining these publications up to date usually work to a pre-arranged production programme. If AIP Amendments or AIP Supplements concerning such information were published indiscriminately with a variety of effective dates, it would be impossible to keep the manuals and other documents up to date. Alternatively, if a schedule of predetermined dates on which changes were to become effective were fixed throughout the year, it would be possible for a production programme to take account of or be based on these predetermined dates.

Regulated system
[6.1.1, 6.1.2, 6.1.4, 6.2.1]

2.6.2 Since many of the changes to facilities, services and procedures can be anticipated and become effective in accordance with a predetermined schedule of effective dates, Annex 15, 6.1, calls for the use of a regulated system designed to ensure, unless operational considerations make it impracticable, that:

a) information concerning any circumstances listed in Appendix 4 of Annex 15 will be issued as AIP Amendments or AIP Supplements (see Figure 2-1, verso). These amendments and supplements must be identified by the acronym "AIRAC" and distributed at least 42 days in advance of the effective date for usual changes and 58 days in advance for major changes with the objective of reaching recipients at least 28 days in advance for usual changes and 44 days in advance for major changes;

b) the AIRAC effective dates must be in accordance with the predetermined, internationally agreed schedule of effective dates based on an interval of 28 days, including 29 January 1998; and

c) information so notified must not be changed further for at least another 28 days after the indicated effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

2.6.3 Essentially, implementation dates other than AIRAC effective dates **must not be used** for pre-planned, operationally significant changes requiring cartographic work and/or updating of navigation databases.

2.6.4 The processing cycle for airborne navigation databases requires the database to be delivered at least seven days before the effective date. At least eight days are necessary to prepare the data in the database; therefore, the navigation data houses generally exercise a cut-off 20 days prior to the effective date in order to ensure that the subsequent milestones are met. Data supplied after the 20-day cut-off will generally not be included in the database for the next cycle (see Figure 2-2).

2.6.5 In addition to the use of a predetermined schedule of effective AIRAC dates, Coordinated Universal Time (UTC) must also be used to indicate the time when the AIRAC information will become effective. Since Annex 15, paragraph 3.2.3, specifies that the Gregorian calendar and UTC must be used as the temporal reference system for international civil aviation, in addition to AIRAC dates, when an effective time other than 0000 UTC is used, the effective time must be included explicitly with the AIRAC information.

Schedule of AIRAC effective dates

2.6.6 The schedule of predetermined, internationally agreed AIRAC effective dates for the years 2009 to 2018 inclusive is given in Table 2-1.

Coordination

2.6.7 In order for the AIRAC system to operate satisfactorily, it is essential that the technical branches of the State aviation authority that are assigned the responsibility of supplying raw data to the AIS be thoroughly familiar with the AIRAC system. In particular, they must be aware not only of the effective dates but also the latest dates on which the raw data must reach the AIS in order for an AIP Amendment or AIP Supplement to be published and reach recipients at least 28 days in advance of the effective date. It is the responsibility of the AIS to determine these latest dates in order to publish amendments/supplements that will meet the corresponding AIRAC effective dates. A convenient way of informing technical branches of these dates is for the

Table 2-1. Schedule of AIRAC effective dates, 2009-2018

2009	*2010*	*2011*	*2012*	*2013*
15 January	14 January	13 January	12 January	10 January
12 February	11 February	10 February	9 February	7 February
12 March	11 March	10 March	8 March	7 March
9 April	8 April	7 April	5 April	4 April
7 May	6 May	5 May	3 May	2 May
4 June	3 June	2 June	31 May	30 May
2 July	1 July	30 June	28 June	27 June
30 July	29 July	28 July	26 July	25 July
27 August	26 August	25 August	23 August	22 August
24 September	23 September	22 September	20 September	19 September
22 October	21 October	20 October	18 October	17 October
19 November	18 November	17 November	15 November	14 November
17 December	16 December	15 December	13 December	12 December

2014	*2015*	*2016*	*2017*	*2018*
9 January	8 January	7 January	5 January	4 January
6 February	5 February	4 February	2 February	1 February
6 March	5 March	3 March	2 March	1 March
3 April	2 April	31 March	30 March	29 March
1 May	30 April	28 April	27 April	26 April
29 May	28 May	26 May	25 May	24 May
26 June	25 June	23 June	22 June	21 June
24 July	23 July	21 July	20 July	19 July
21 August	20 August	18 August	17 August	16 August
18 September	17 September	15 September	14 September	13 September
16 October	15 October	13 October	12 October	11 October
13 November	12 November	10 November	9 November	8 November
11 December	10 December	8 December	7 December	6 December

dates to be printed on the reverse side of the aeronautical information promulgation advice form (see Figure 2-1, verso). In addition, the AIS publishes on a yearly basis, usually in the form of an AIC, a list of AIRAC effective dates, publication dates and latest dates on which material has to reach the AIS. Technical branches should endeavour to forward raw data to the AIS as early as possible and not wait until the latest date. This applies particularly where lengthy or complicated drafts are concerned. Early receipt will allow the AIS to process the data at a normal speed, whereas late receipt will normally mean that processing will be rushed, increasing the possibility of error.

Significant dates
[6.1, 6.2, 6.3]

2.6.8 There are three significant dates associated with the AIRAC system:

a) the effective date;

b) the publication date; and

c) the latest date for raw material to reach the AIS.

2.6.9 There must be an interval of 42 days between the distribution date and the effective date. This allows for a period of up to 14 days' distribution time, **by the most expeditious means**, in order for recipients to receive the information at least 28 days in advance of the effective date.

2.6.10 In cases where major changes (i.e. extensive changes to procedures or services which will impact international air transport) are planned and more advance notice is desirable and practicable, a distribution date of 56 days (or even longer) in advance of the effective date should be used. Examples of major changes are:

a) the introduction of a new aerodrome;

b) the introduction of new approach and/or departure procedures at international aerodromes; and

c) the introduction of new ATS routes.

2.6.11 When the AIS does not receive AIRAC material from the responsible authorities/agencies for publication on the next scheduled AIRAC effective date, it must issue a NIL notification by NOTAM (or other means) at least one cycle (28 days or more) before the AIRAC effective date concerned.

Use of the AIRAC system during holiday periods
[6.1.5]

2.6.12 In some areas of the world the use of an AIRAC effective date that falls within major holiday periods (e.g. Christmas/New Year, Haj, Mardi Gras, summer vacations) creates difficulties in processing the material received because of reduced staff during these periods. In addition, the increased burden on postal services during such periods frequently delays delivery of AIRAC material, causing considerable problems to users.

2.6.13 To improve the situation during the year-end holiday period, it is recommended that the AIRAC cycle date occurring in the 28-day period from 21 December to 17 January inclusive not be used for AIRAC effective dates for the introduction of significant operational changes. States experiencing similar problems during other holiday periods may wish to adopt a comparable system.

2.6.14 It should be emphasized, however, that the AIRAC system provides for considerable flexibility in its application, with a choice of thirteen AIRAC effective dates each calendar year. Bearing in mind that many significant changes to facilities, services and procedures can be anticipated well in advance, a suitable effective date can be selected which does not conflict with a major holiday period. In addition, a publication date can be selected that provides for as much advance notice as possible. Annex 15, 6.2.1, specifies that AIRAC material must reach recipients at least 28 days in advance of the AIRAC effective date. Preferably such material should reach recipients more than 28 days before the effective date (for instance, 42 or 56 days or more). Under the AIRAC system the maximum period of advance notification is essential. If this policy is applied it will give users ample time for processing changes to essential information, even if the effective date falls within a major holiday period.

Provision of aeronautical information in paper copy and electronic forms
[6.2, 6.3]

2.6.15 The AIRAC system has proved to be an effective means of regulating and controlling the provision of aeronautical information affecting operation of aircraft. In addition, the AIRAC system has been used as a basic source of information for the updating of computer-based navigation systems. Recently, States have introduced or are increasingly introducing automation with the objective of improving the speed, accuracy, efficiency and cost-

effectiveness of aeronautical information services. Aeronautical information may soon be provided to the user on line and in real time, which may change the AIRAC system. However, a large sector of the aviation community will continue to require aeronautical information (documentation) in paper copy form and States introducing provision of aeronautical information in electronic form must continue to provide it in paper copy form as well. Therefore, the AIRAC system must apply to the provision of aeronautical information in both the paper and electronic environments.

2.6.16 In view of the above, under the AIRAC system information must always be published in paper copy form and be distributed by the AIS at least 42 days in advance of the AIRAC effective date, to reach the user at least 28 days in advance of the effective date.

2.6.17 States with automated AIS systems must ensure that the effective dates of information in the database are the same as the AIRAC effective dates used for the provision of information in paper copy form. AIS must ensure that AIRAC material provided in electronic form is received by the user at least 28 days in advance of the AIRAC effective date. Where major changes are planned and more advance notice is desirable and practicable, information provided in electronic form should be issued at least 56 days before the AIRAC effective date.

Example

2.6.18 An example of the application of the AIRAC system follows:

a) On 1 January 2003 the appropriate authority of a State aviation administration decides that it will place in service a new final approach aid at a particular aerodrome within the next three months.

b) This authority consults the schedule of AIRAC effective dates and decides that 15 May 2003 would be the most suitable.

c) It further notes that the corresponding publication date is 3 April 2003 and that the information it wishes to issue must be provided to the AIS not later than 27 March 2003, i.e. a week before the date of publication.

d) The information is provided to the AIS on 25 March 2003, is published along with other similar information on 3 April 2003, and all matters covered by the AIP Amendment or AIP Supplement concerned become effective on the same effective date — 15 May 2003.

e) Typical recipients of AIP Amendments or AIP Supplements will know that normally AIRAC material will be published on 3 April 2003, that it usually takes one week to reach them and that they can plan on making the necessary amendments to their publication on or about 10 April 2003. If several States have adopted this procedure, the recipients will be able to prepare one amendment covering the information received from all such States.

Significance

2.6.19 It will be apparent from this example that the benefits to be derived from such a system are almost entirely dependent upon the degree to which the AIRAC effective dates are observed and used by the authorities that are responsible for originating changes in facilities, services or procedures. Such changes must be anticipated by these authorities, and AIRAC effective dates must be selected from the schedule of AIRAC effective dates sufficiently in advance to permit issue of the relevant information in accordance with the prescribed procedure. AIRAC effective dates are used by ICAO, when appropriate, as the date of implementation for amendments to ICAO Standards, Recommended Practices and Procedures.

Late receipt of AIRAC publications

2.6.20 When AIRAC AIP Amendments or Supplements are not received at least 28 days in advance of the AIRAC effective date, it is the responsibility of the recipient AIS to investigate whether late receipt is due to local postal, customs or administrative delays and, if so, to take remedial action as required. Otherwise, the recipient AIS will report this to the originating AIS, whose duty it will be to investigate and eliminate the cause of the delay.

Postponement of changes to aeronautical information

2.6.21 Postponement of changes to circumstances listed in Annex 15, Appendix 4, has the effect of cancelling information notified by AIRAC and reinstating previously valid information. Doing so by NOTAM less than 28 days before the effective date for changes to circumstances listed in Appendix 4, Parts 1 and 3, does not generally allow sufficient time for previously valid information to be

reinstated in airborne navigation databases, with the result that erroneous information would be presented to flight crews. Furthermore, since charts used by flight crews and ATC are updated on a different schedule than airborne navigation databases, it is possible that valid information which is not reflected in the airborne database may nevertheless appear on charts. The resulting mismatch of information would give rise to considerable operational difficulties and potential safety hazards. In the worst case, RNAV procedures that require a navigation database may not be flown (operated).

2.6.22 In order to avoid negative consequences to the safety and efficiency of flights, all possible measures should be taken to ensure that changes to circumstances listed in Annex 15, Appendix 4, Parts 1 and 3, take place as notified on the AIRAC date. This will require thorough planning of aeronautical information changes and the cooperation of all parties involved, including AIS.

2.6.23 It is important to recognize that a change to the effective date (or postponement) is information to be notified by AIRAC and therefore constitutes "withdrawal" as stated in Annex 15, Appendix 4. Postponement by NOTAM should be issued more than 28 days in advance of the previously indicated effective date unless the circumstances are of a temporary nature and would not persist for the full period.

CIVIL AVIATION DEPARTMENT

AIP AMENDMENTS, AIP SUPPLEMENTS AND NOTAM

All portions of this form must be completed. One copy of this form should be submitted for each section of the AIP affected (e.g. GEN, ENR, AD).

To: AIS
. . . . . .
. . . . . .
Tel.: . . . . . .
Copy to: . . . . . .

Originator: . . . . . .
. . . . . .
Section: . . . . . .
Tel.: . . . . . .
Date: . . . . . .

Originator's file reference	*AIP references (as applicable)*				*Text of NOTAM, AIP Amendment and/or Supplement*	*Effective date*	*For promulgation by †*
	*Page (date)**	*Para.*	*Line*	*Col.*			

* All AIP pages affected by each amendment should be quoted.
† Insert a, b or c as applicable, where: a — AIP Supplement and subsequent inclusion in AIP reprint page.
b — AIP page, when next due for reprinting (AIP Supplement not required).
c — AIP Supplement only (i.e. temporary information).

AIRAC — If applicable but not applied, please state reasons:
. . . . . .
. . . . . .
. . . . . .

The following Directorates/Branches have been consulted in respect of:
(a) Policy . . . . . (b) Accuracy of information . . . . . .
Signed . . . . . Head of . . . . . (Originating Branch)
Date . . . . . .

The above particulars and/or the attached draft are authorized for publication as indicated.

Signed . . . . . Head of . . . . . (Directorate/Branch) . . . . . Date . . . . . .

Figure 2-1. Aeronautical information promulgation advice form

INFORMATION TO BE NOTIFIED BY AIRAC

(See Annex 15, Chapter 6 and Appendix 4)

Part 1

1. The establishment and withdrawal of, and premeditated significant changes (including operational trials) to:

1.1 Limits (horizontal and vertical), regulations and procedures applicable to:

a) flight information regions;
b) control areas;
c) control zones;
d) advisory areas;
e) ATS routes;
f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
g) permanent areas or routes or portions thereof where the possibility of interception exists.

1.2 Positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, communication and surveillance facilities.

1.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

1.4 Transition levels, transition altitudes and minimum sector altitudes.

1.5 Meteorological facilities (including broadcasts) and procedures.

1.6 Runways and stopways.

1.7 Taxiways and aprons.

1.8 Aerodrome ground operating procedures (including low visibility procedures).

1.9 Approach and runway lighting.

1.10 Aerodrome operating minima if published by a State.

Part 2

2. The establishment and withdrawal of, and pre-meditated significant changes to:

2.1 Position, height and lighting of navigational obstacles.

2.2 Hours of service of aerodromes, facilities and services.

2.3 Customs, immigration and health services.

2.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

2.5 Temporary areas or routes or portions thereof where the possibility of interception exists.

Part 3

3. The establishment of, and pre-meditated changes to:

3.1 New aerodromes for international IFR operations.

3.2 New runways for IFR operations at international aerodromes.

3.3 Design and structure of the air traffic services route network.

3.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change).

3.5 Circumstances listed in Part 1 if the entire State or any significant position thereof is affected or if cross-border coordination is required.

AIRAC predetermined dates

Operational changes to which the regulated system (AIRAC) is applied will be issued as AIP Amendments or Supplements.

The sample table below illustrates the latest dates by which material should reach the AIS in order to be promulgated on one of the selected publication dates. When possible, material should always be forwarded well ahead of these dates. In order to ensure that charts and route manuals are correct on the date of publication, it is essential that an effective date should not be notified until a high degree of certainty that it will be met exists. A complete list of AIRAC effective dates for the years 2009 to 2018 may be found in Doc 8126, Chapter 2.

Date to reach the AIS for major changes	Publication date for major changes*	Date to reach the AIS for normal changes	Publication date normal (Thursday)	Effective date (Thursday)
5 February 2009	12 February 2009	19 February 2009	26 February 2009	9 April 2009
5 March 2009	12 March 2009	19 March 2009	26 March 2009	7 May 2009
2 April 2009	9 April 2009	16 April 2009	23 April 2009	4 June 2009
30 April 2009	7 May 2009	14 May 2009	21 May 2009	2 July 2009
28 May 2009	4 June 2009	11 June 2009	18 June 2009	30 July 2009
		etc.		

* These dates are intended to take account of the time required for processing and subsequent mail delivery to the user, so as to provide adequate advance notice; they may need to be adjusted in light of practical experience.

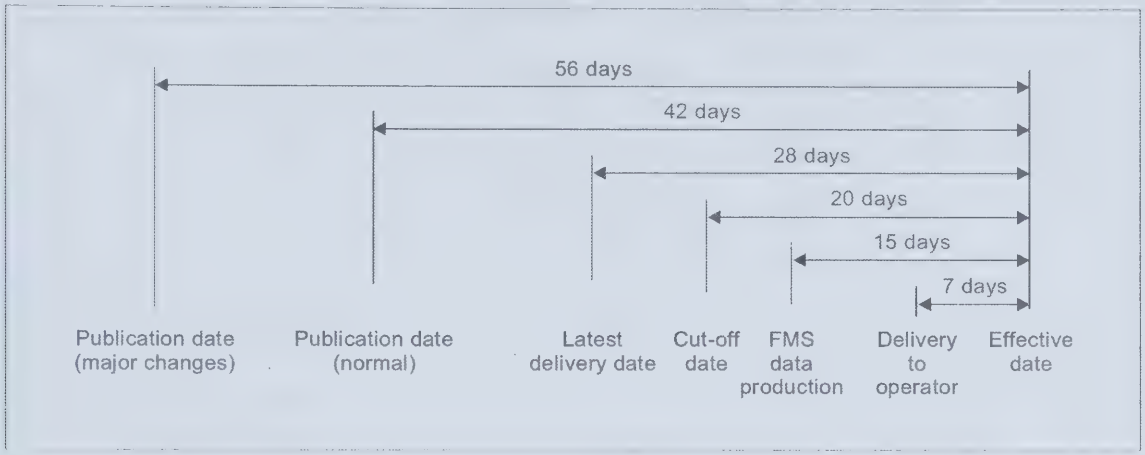

Figure 2-2. Processing cycle for airborne navigation databases

Chapter 6

NOTAM

6.1 ORIGINATION

Main objectives
[4.4.1, 5.1.1]

6.1.1 The main principles relating to the origination of NOTAM are clearly set out in 5.1.1 of Annex 15 which states:

> "A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration are made at short notice, except for extensive text and/or graphics."

NOTAM are therefore intended to supplement AIP and serve as a fast medium for distributing information whenever it is necessary to give due warning of any change or occurrence, at short notice. Information of short duration containing extensive text and/or graphics must be published as an AIP Supplement.

Value of a NOTAM

6.1.2 The basic purpose of NOTAM is the distribution of information in advance of the event to which it relates, except in the case of unserviceabilities that cannot be foreseen. Thus, to realize its purpose a NOTAM must be received by the addressee in sufficient time for any required action to be taken. (The value of a NOTAM lies in its "news content" and its residual historical value is therefore minimal.)

Duration of NOTAM
[4.4.1]

6.1.3 Although not directly specified in Annex 15, NOTAM should not remain in force for more than three months. If the circumstances to be notified are expected to exceed three months, an AIP Supplement must be published. When a temporary change in AIP information issued by NOTAM unexpectedly exceeds the three-month period, a new or replacement NOTAM may be issued, but only in those cases where a condition is expected to last for a further period of a maximum of one to two months. If it is expected that the condition will last for a longer period of time, an AIP Supplement must be issued. This procedure is covered in greater detail in 5.10.3.

Information to be promulgated by NOTAM
[5.1.1.1, 5.1.1.2]

6.1.4 NOTAM are issued when it is necessary to distribute information of direct operational significance which is:

a) of short duration; or

b) appropriate for inclusion in the AIP but needs immediate distribution.

6.1.5 The circumstances which make it necessary to issue NOTAM are set out in 5.1.1.1 of Annex 15. Because of their importance, these circumstances are repeated here for ease of reference.

> "A NOTAM shall be originated and issued concerning the following information:
>
> a) establishment, closure or significant changes in operation of aerodrome(s)/heliport(s) or runways;
>
> b) establishment, withdrawal and significant changes in operation of aeronautical services (AGA, AIS, ATS, COM, MET, SAR, etc.);
>
> c) establishment, withdrawal and significant changes in operational capability of radio navigation and

air-ground communication services. This includes: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of location, power increase or decrease amounting to 50 per cent or more, change in broadcast schedules or contents, or irregularity or unreliability of operation of any radio navigation and air-ground communication services;

d) establishment, withdrawal or significant changes made to visual aids;

e) interruption of or return to operation of major components of aerodrome lighting systems;

f) establishment, withdrawal or significant changes made to procedures for air navigation services;

g) occurrence or correction of major defects or impediments in the manoeuvring area;

h) changes to and limitations on availability of fuel, oil and oxygen;

i) major changes to search and rescue facilities and services available;

j) establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation;

k) changes in regulations requiring immediate action, e.g. prohibited areas for SAR action;

l) presence of hazards which affect air navigation (including obstacles, military exercises, displays, races and major parachuting events outside promulgated sites);

m) erecting, or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip;

n) establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas;

o) establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.500 MHz is required;

p) allocation, cancellation or change of location indicators;

q) significant changes in the level of protection normally available at an aerodrome for rescue and fire fighting purposes. NOTAM shall be originated only when a change of category is involved and such change of category shall be clearly stated (see Annex 14, Volume I, Chapter 9, and Attachment A, Section 17);

r) presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice or water on the movement area;

s) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;

t) forecasts of solar cosmic radiation, where provided;

u) an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected;

v) release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement;

w) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of United Nations, together with procedures and/or limitations which affect air navigation; and

x) implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services.

Note.— See Annex 11, 2.28 and Attachment D to that Annex."

6.1.6 Annex 15 also states: "The need for origination of a NOTAM should be considered in any other circumstances which may affect the operation of aircraft."

Origination and use of "trigger" NOTAM
[5.1.1.6]

6.1.7 Information concerning any circumstances listed in Annex 15, Appendix 4, must be distributed using AIRAC procedures either as an AIRAC AIP Amendment or an AIRAC AIP Supplement.

6.1.8 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, "trigger" NOTAM must be originated and promulgated. The intent of this NOTAM is to serve as a reminder in the pre-flight information bulletin (PIB) by signalling the coming into effect of operationally significant permanent or temporary changes to the AIP, thus ensuring that users are aware of changes that may affect their flights. It also serves as a reminder to AIS officers responsible for updating AIP to insert a new AIP Amendment or AIP Supplement in the affected AIP on the amendment or supplement effective date. Trigger NOTAM must contain a brief description of the contents of the amendment or supplement, the effective date-time and the reference number of the amendment or supplement. This trigger NOTAM must come into force on the same effective date as the amendment or supplement. Trigger NOTAM must remain valid, as a reminder in the PIB, for a period of 14 days. For examples and further guidance on the use of trigger NOTAM, see Appendix A to this chapter.

6.1.9 A trigger NOTAM is issued:

a) in the appropriate NOTAM series, according to the information it contains;

Note.— Trigger NOTAM are never published in Series T which is reserved for NOTAM processing units in cases when basic operational information was not "triggered" by the issuing NOF.

b) for a single location (FIR or aerodrome) only, but may include information on different subjects related to the location in order to reduce the number of NOTAM to be published.

Postponement of changes to aeronautical information

6.1.10 Postponement of changes to circumstances listed in Annex 15, Appendix 4, has the effect of cancelling information notified by AIRAC and reinstating previously valid information. Doing so by NOTAM less than 28 days before the effective date for changes to circumstances listed in Appendix 4, Parts 1 and 3, does not generally allow sufficient time for previously valid information to be reinstated in airborne navigation databases, with the result that erroneous information would be presented to flight crews. Furthermore, since charts used by flight crews and ATC are updated on a different schedule than airborne navigation databases, it is possible that valid information which is not reflected in the airborne database may nevertheless appear on charts. The resulting mismatch of information would give rise to considerable operational difficulties and potential safety hazards. In the worst case, RNAV procedures that require a navigation database may not be flown (operated).

6.1.11 In order to avoid negative consequences to the safety and efficiency of flights, all possible measures should be taken to ensure that changes to circumstances listed in Annex 15, Appendix 4, Parts 1 and 3, take place as notified on the AIRAC date. This will require thorough planning of aeronautical information changes and the cooperation of all parties involved, including AIS.

6.1.12 It is important to recognize that a change to the effective date (or postponement) is information to be notified by AIRAC and therefore constitutes "withdrawal" as stated in Annex 15, Appendix 4. Postponement by NOTAM should be issued more than 28 days in advance of the previously indicated effective date unless the circumstances are of a temporary nature and would not persist for the full period.

Information not to be promulgated by NOTAM
[5.1.1.3]

6.1.13 The following information, which relates to an aerodrome and its vicinity and does not affect its operational status, does not require promulgation by NOTAM. Such information should be given local distribution during pre-flight or in-flight briefing or other local contact with operators or pilots. Since such information is not of direct operational significance, it

does not preclude safe operation of aircraft and is not likely to influence a pilot's or operator's decision to divert a flight. The circumstances shown hereunder as stated in Annex 15, 5.1.1.3, should therefore not be notified by NOTAM:

"a) routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft;

b) runway marking work, when aircraft operations can safely be conducted on other available runways, or the equipment used can be removed when necessary;

c) temporary obstacles in the vicinity of aerodromes/heliports that do not affect the safe operation of aircraft;

d) partial failure of aerodrome/heliport lighting facilities where such failure does not directly affect aircraft operations;

e) partial temporary failure of air-ground communications when suitable alternative frequencies are known to be available and are operative;

f) the lack of apron marshalling services and road traffic control;

g) the unserviceability of location, destination or other instruction signs on the aerodrome movement area;

h) parachuting when in uncontrolled airspace under VFR (see Annex 15, 5.1.1.1 l)), when controlled, at promulgated sites or within danger or prohibited areas; and

i) other information of a similar temporary nature."

Checklists and lists of valid NOTAM
[5.2.13]

6.1.14 A checklist indicating all NOTAM that are valid must be issued periodically in a set format. The checklist assists recipients in verifying that the right cancellations of NOTAM have been made. In addition, the checklist must refer to the latest AIP Amendments, AIP Supplements and at least the internationally distributed AIC. Cancelling by sole means of a checklist (i.e. by omitting NOTAM to be cancelled) is not allowed. This checklist must be issued over the aeronautical fixed service (AFS) not less than once a month, and preferably to a fixed schedule so that recipients know when to expect it. Normally it would be adequate to issue the checklist for each month on the first day of the following month. A checklist is issued as a NOTAM in the series to which it refers. A separate checklist must be issued for each NOTAM series to the same distribution as the actual message series to which they refer. Checklists must be clearly identified as such. Further guidance on checklists is given in Appendix A to this chapter.

6.1.15 In addition, a monthly printed plain-language list of valid NOTAM, including references to the latest AIP Amendments, AIC issued, and checklist of AIP Supplements must be prepared with a minimum of delay and forwarded by the most expeditious means to all recipients of the Integrated Aeronautical Information Package. Figure 6-1 contains a specimen format for the monthly plain-language list of valid NOTAM.

6.2 DISTRIBUTION
[5.2.10, 5.3.1, 5.3.2]

6.2.1 A NOTAM must be distributed on the basis of a request. To the extent practicable, NOTAM must be distributed via the AFS. Each NOTAM must be transmitted as a single telecommunication message.

Priorities

6.2.2 The priority normally accorded to messages sent over the AFS is GG. Under exceptional circumstances and when justified by a requirement or special handling, a NOTAM may be given the higher DD priority.

Promulgation of transitory information

6.2.3 For information provided by NOTAM, it may be advantageous to exercise selectivity on a time basis to reduce NOTAM traffic on the AFS and wasted effort in the handling of data that could become redundant in transit. Where the information may be valid for only a few hours or subject to rapid change, and no other channel can ensure timely distribution, arrangements should be made for the information to be provided

directly to the relevant air traffic services units using, where practicable, communication channels established for inter-ATS communications.

International distribution
[5.3.2, 5.3.3]

6.2.4 Originating States are responsible for selecting the NOTAM to be given international distribution, but due consideration must be given to any stated operational requirements of other States for both flight planning and pre-flight information purposes. (These requirements are discussed more fully in Chapter 3.)

6.2.5 NOTAM given international distribution must conform, where necessary, with the relevant provisions of the ICAO communication procedures (Annex 10, Volume II), the ICAO NOTAM Code and abbreviations (see *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400)), indicators, identifiers, etc., and plain language where required for clear understanding. When a NOTAM is distributed by means other than the AFS, a six-digit date-time group indicating the date and time of filing the NOTAM and the identification of the originator must be given preceding the text.

6.2.6 ASHTAM or NOTAM concerning volcanic activity must include in the address list the MWO associated with the origin as listed in Part 2 of the *International Airways Volcano Watch (IAVW)* (Doc 9766), all VAACS and the SADIS/ISCS Gateway at EGZZVANW.

Measures to reduce use of the AFS
[5.3.4]

6.2.7 In order to avoid excessive traffic on the AFS, NOTAM must be addressed only to NOF and further distribution within the State made by or through delegation from the NOF concerned. NOTAM used for notifying volcanic activity and ASHTAM must also be sent to volcanic ash advisory centres and must take into consideration the requirements for long-range operations. Furthermore, in exceptional cases, the direct exchange of SNOWTAM between adjacent aerodromes is permitted, should this be operationally necessary and if direct AFS circuits are available. The exchanges between NOF should, as far as practicable, be limited to the pre-ascertained requirements of the receiving States concerned by means of separate series for at least international and domestic flights.

6.2.8 Consideration might also be given to the use of automation in an effort to improve distribution of NOTAM. With the computer technology now available it should be possible to store all NOTAM information (and all basic information) in a jointly-administered information facility in each major operating area. This facility could be interrogated for pre-flight information, or route manual or aeronautical charting purposes, by the State AIS, individual pre-flight information units or operating agencies, and could be programmed to print up-to-date information on an area, route or terminal basis as required. Each State participating in such a facility would feed information into the centre as the occasion demanded and distribution to other States would be at the option of the ultimate recipient. In this way, only information required by the user would be distributed and much unnecessary information that now floods the AFS would cease to burden the AIS and COM services.

Predetermined distribution system for NOTAM
[5.3.4.2 and Appendix 5]

Description of the system

6.2.9 When it is agreed between NOF that incoming NOTAM (including SNOWTAM and ASHTAM) must be channelled through the AFS directly to designated addresses predetermined by the receiving State concerned, while concurrently being routed to its NOF for checking and control purposes, an eight-letter addressee indicator constituted as follows must be used:

First and second letters: The first two letters of the location indicator for the AFS communication centre associated with the relevant NOF of the receiving State.

Third and fourth letters: The letters "ZZ", indicating a requirement for special distribution.

Fifth letter: The letter "N" for NOTAM, the letter "S" *for* SNOWTAM and the letter "V" for ASHTAM.

Sixth and *seventh letters:* Letters each taken from the series A to Z, denoting the national and/or international distribution list(s) to be used by the receiving AFS centre.

Eighth letter: The letter "X", to complete the eight-letter addressee indicator.

6.2.10 The main objective of the system is to expedite all NOTAM received by eliminating the delay that occurs when the receiving COM centre routes incoming NOTAM to its NOF for checking and control purposes and then waits to receive them from the NOF for transmission to other internal addresses. To achieve this objective as well as to ensure proper routing, it is essential that States and territories from which NOTAM are required are advised of the sixth and seventh letters to be used by them in the addressee indicator. Each national distribution list, whether for NOTAM, SNOWTAM or ASHTAM, denotes a group of addressees predetermined by the receiving State on the basis of its requirements for information promulgated by NOTAM. The sixth and seventh letters signify not only the group of addressees but also the automatic relay responsibility of the receiving AFS centre.

Checking and control

6.2.11 Whereas the NOF is normally the focal point in a State for the receipt and dispatch of NOTAM, under the predetermined distribution system it shares the responsibility for checking incoming NOTAM with the aerodrome AIS units to which NOTAM are destined. Its responsibility here is mainly one of liaison. It does not relieve the ultimate addressee, to whom the NOTAM has been channelled and who is most affected by any lack of timeliness, accuracy or completeness in the information it contains, from also checking for obvious errors. While the standard format used for NOTAM, SNOWTAM and ASHTAM tends to minimize the possibility of error, the addressee nevertheless has special responsibility under this system to query any errors or omissions through the receiving NOF.

Selectivity in the distribution of information

6.2.12 The success of the predetermined distribution system presupposes competent selection, by the originating State, of NOTAM to be given international distribution and the use of selective distribution lists where practicable to prevent superfluous distribution of information. The selectivity exercised by an originating State in the distribution process should be related to the needs of the receiving States. Selectivity in the locations that require the information is controlled through precisely predetermined arrangements made by the receiving States, indicated in terms of the sixth and seventh letters to be used in the addressee indicator, and taking into consideration the workload placed on the originating State and on the telecommunication services. Where NOTAM are issued in more than one series, selectivity is already implicit in the division into series but the receiving State should establish routings that will ensure that the aerodrome AIS units receive only the series they require by rationalizing distribution arrangements within the State and preparing a routing guide for each communication centre to cover the distribution of incoming NOTAM received under the system.

6.3 SPECIFICATIONS FOR NOTAM

Message series, number and identifier
[5.2.5]

6.3.1 Each NOTAM must be allocated a series identified by a letter and a four-digit number, followed by a stroke and a two-digit number for the year so that addressees may check continuity. The number must be consecutive and based on the calendar year. If more than one series of NOTAM is issued, each series must be separately identified by a letter. Letters A to Z, with the exception of S and T, may be used to identify a NOTAM series. Renumbering of existing NOTAM (i.e. containing identical information, but with a new number) is not allowed, nor are NOTAM to be renumbered at the beginning of each year.

6.3.2 One of the following message identifiers is to be inserted as appropriate:

a) NOTAMN if it concerns a NOTAM containing new information.

b) NOTAMR if it concerns a NOTAM replacing a previous NOTAM, followed by the series and number/year of the NOTAM replaced (e.g. A0125/03 NOTAMR A0123/03).

c) NOTAMC if it concerns a NOTAM cancelling a previous NOTAM, followed by the series and number/year of the cancelled NOTAM (e.g. A0460/03 NOTAMC A0456/03).

6.3.3 Corrected versions of NOTAM must not be issued. Erroneous NOTAM must either be replaced or cancelled and a new NOTAM issued.

6.3.4 A NOTAMR must replace only one NOTAM. Both must belong to the same NOTAM series. A NOTAMC must cancel only one NOTAM. Both must belong to the same NOTAM series.

Promulgation in series

6.3.5 When considering the needs of States it may be found that an adjacent State may want full information from the originating State while a more distant State may only require a subset of this information or may not be interested in temporary information of short duration. In order to reduce distribution to meet such variable requirements it may be found useful to arrange for NOTAM to be promulgated in two or more series to allow for selective distribution. For example, NOTAM may be classified as follows:

A — NOTAM containing information of concern to long- or medium-range flights and given selected international distribution.

B — NOTAM containing full information on all aerodromes, facilities and procedures available for use in international civil aviation and given international distribution to adjacent States and other States on request.

C — NOTAM containing information of concern to aircraft other than those engaged in international civil aviation and given national distribution only.

S — NOTAM published in the SNOWTAM format concerning the presence or removal of hazardous conditions due to snow, slush or ice on aerodrome pavements or standing water associated with these conditions.

V — NOTAM published in the ASHTAM format concerning the occurrence of pre-eruption volcanic activity, or an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected.

Z — NOTAM concerning the status of elements of the global navigation satellite system (GNSS).

Example:

State 2 may require information from the originating State (State 1) on all aerodromes, facilities and procedures available for use by civil aircraft.

State 3 may require information from State 1 for a route stage originating at an aerodrome in its territory and terminating at an aerodrome in State 1, or transit territory for which State 1 is responsible, concerning significant aerodrome facilities, procedures, en-route navigation aids (including air-ground communications) available to international civil aviation; and occurrences of significance to overflying aircraft along the portion of the route which traverses territory for which State 1 is responsible.

State 1 would then send to State 2 series B, S and V NOTAM while State 3 would be sent series A and V NOTAM and, if a requirement for them has been previously indicated, series S and series Z NOTAM.

Period of validity

6.3.6 Information must be provided on the duration of the hazard, change in the normal status of operation, or condition of the facilities being reported on. If, during that time, the condition or activity is active within specified time periods, this must also be given. NOTAM notifying unserviceability of aids to air navigation, facilities or communication services must give the time at which restoration of service is expected or an estimate of the period of unserviceability.

6.3.7 Care should be taken to express the duration of a circumstance notified in the NOTAM in such a way that there will be no misunderstanding. Both the NOTAM Format and the relevant options of the NOTAM Code require an indication of the applicable date(s) and time(s)

expressed as a ten-figure group giving year, month, day and hour in UTC.

Example:

Q) RJCG/QLBAS/IV/M/A/000/999/
4248N14140E025
A) RJCC B) 0304200921 C) 0304211800
E) ABN U/S

Meaning:

The aerodrome beacon at Sapporo/Chitose aerodrome became unserviceable at 0921 on 20 April 2003 and will remain out of service until 1800 hours UTC on 21 April 2003.

Text
[5.2.1, 5.2.2 and Appendix 6]

6.3.8 The text of the NOTAM must be contain the information on the hazard, status of operation or condition of the facilities reported on. It must be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations (Doc 8400), and indicators, identifiers, designators, call signs, frequencies, figures and plain language. Except as otherwise provided for SNOWTAM and ASHTAM, the text of each NOTAM must contain the information in the order shown in the NOTAM Format. (See Appendix A to this chapter.)

6.3.9 Each NOTAM must be as brief as possible and so compiled that its meaning is clear without the need to refer to another document. Each NOTAM must deal with only one subject and one condition concerning the subject. The text should be composed by the NOF in such a way that it will serve for PIB entry without requiring additional processing by the receiving unit.

Cross-reference to AIP/AIP Supplement
[5.2.11]

6.3.10 When a NOTAM contains information that renders necessary an AIP Amendment or AIP Supplement the text must include an appropriate cross-reference to the affected AIP or AIP Supplement and an annotation must be made accordingly, even when the information is of a temporary nature. This informs the user of the AIP or AIP Supplement that there is information outstanding against a particular entry.

6.3.11 When a NOTAM contains temporary information of short duration that does not render necessary the consultation of an AIP Amendment or AIP Supplement to have the full information, AIP references must not be annotated in the NOTAM. This informs the user of the NOTAM that the text of the NOTAM is conveying the totality of the information.

Naming of locations
[3.6.2, 5.2.12]

6.3.12 Location indicators included in the text of NOTAM must be those contained in *Location Indicators* (Doc 7910), and curtailed forms of these indicators must not be used. In NOTAM containing information concerning a location that has not been assigned an ICAO location indicator, the name of the location must be given in plain language, spelled in conformity with local usage and transliterated when necessary into the Latin alphabet.

Languages
[3.6.1]

6.3.13 NOTAM, as well as other elements of the Integrated Aeronautical Information Package given international distribution, must include an English text for those parts expressed in plain language. This requirement is intended to assist the majority of those engaged in civil aviation.

6.4 NOTAM FORMAT
[Appendix 6]

6.4.1 The NOTAM Format aims at standardizing the presentation of the different types of information promulgated by NOTAM in order to facilitate understanding of the message by the addressee. In developing this format, the need for transcription of the information in the form of AFS messages has been taken into account. The Format therefore includes the special symbols that are mandatory for the teleprinter operator to use in composing the message (i.e. carriage return, line change, space, opening parentheses before message identification and closing parentheses). The NOTAM Format and instructions for its completion, which are contained in Annex 15, are reproduced in Appendix A to this chapter.

6.4.2 The NOTAM Format essentially consists of two parts:

a) the part of interest to the communication service handling the AFS message, i.e. the part containing the priority indicator, addresses, date and time of filing and the originator's indicator;

b) the part containing the NOTAM information.

6.4.3 Instructions for the completion of the NOTAM format which relates to the part containing the NOTAM information are provided in Appendix 6 of Annex 15. These instructions are repeated in Appendix A to this chapter for ease of reference, and Appendix A provides additional guidance and examples of NOTAM.

6.5 USE OF THE NOTAM CODE AND ABBREVIATIONS

Purpose

6.5.1 The ICAO NOTAM Code contained in Doc 8400 is a comprehensive description of information contained in NOTAM. It serves as one of the most important criteria for storage and retrieval of information, as well as for deciding whether or not an item is of operational significance. It also establishes the relevance of the NOTAM to the various types of flight operations and whether it must therefore be part of a PIB. In addition, it assists in specifying items that are to be subject to immediate notification processes. The NOTAM Code forms the basis upon which NOTAM qualifiers are determined for inclusion in Item Q) of the NOTAM Format, in addition to defining the abbreviated plain-language text which appears in Item E).

Composition

6.5.2 All NOTAM Code groups contain five letters. The first letter, Q, indicates that it is a code abbreviation for use when composing NOTAM. The second and third letters indicate the type of facility or condition being reported and the fourth and fifth letters, the hazard or status of operation being reported. The encode portion of the NOTAM Code has been provided to facilitate the choice of the appropriate code groups, but some imagination and a full appreciation of the Code's potentialities are necessary to make the most effective use of it. It therefore requires considerable study by those responsible for NOTAM composition. In fact, when composing NOTAM in plain language, cognizance should be given to the possible coding of the NOTAM and care taken to frame the NOTAM in a manner which will facilitate later transcription into the NOTAM Code.

Use of NOTAM Code groups

6.5.3 The most commonly used NOTAM Code groups and their respective relation with the qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables in Appendix B to this chapter.

Use of abbreviations

6.5.4 In many instances, NOTAM Code groups need to be amplified, supplemented or completed by significations/uniform abbreviated phraseology assigned to the NOTAM Code and abbreviations, frequencies, call signs, identifications, time groups, etc., in order to convey the essential information. This is a recognized procedure in keeping with the concept of the NOTAM Code and aeronautical telecommunication procedures and should always be used in preference to plain language. Abbreviations specified for use by States for operational purposes are contained in Doc 8400. As the need for additional abbreviations becomes evident, steps will be taken to add abbreviations to Doc 8400. Abbreviations which are not in Doc 8400 should not be used.

Note.— Since the Q code (QDM, QFE, etc.) is primarily designed for air/ground request/reply communications, it should be used with caution and only when there is no chance that the message might be misunderstood.

6.6 SNOWTAM

[5.1.1.1 r), 5.2.3 and Appendix 2]

A special series NOTAM, named SNOWTAM, is used to notify the presence or removal of hazardous conditions on the movement area due to snow, slush, ice or water associated with these conditions. A specific format (see Appendix A, Figure 6-A-4) is prescribed for this purpose. Use of the NOTAM Code and plain language is also permissible. When the SNOWTAM Format is used, the information must be given in the order shown in the Format. During periods when deposits of snow, slush,

ice or water associated with these conditions remain on aerodrome pavements, information on such conditions should be distributed to all to whom the information is of direct operational significance. Appraisal of the situation should be made at least once every 24 hours, preferably before the commencement of a major traffic movement. A new SNOWTAM is required whenever there is a significant change in conditions. Instructions for the completion of the SNOWTAM Format are reproduced in Appendix A to this chapter.

6.7 ASHTAM

[5.1.1.1 u), 5.2.4 and Appendix 3]

6.7.1 A special series NOTAM, called ASHTAM, is used to notify an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected. A specific format (see Appendix A, Figure 6-A-5) is prescribed for this purpose. Use of the NOTAM Code and plain language is also permissible. When the ASHTAM Format is used, the information must be given in the order shown in that Format. The maximum period of validity of the ASHTAM is 24 hours. A new ASHTAM must be issued whenever there is a change in the level of alert. Instructions for the completion of the ASHTAM Format are reproduced in Appendix A to this chapter.

6.7.2 Information about volcanic activity or the presence of volcanic ash plumes may also be reported by NOTAM. To ensure speedy transmission of initial information to aircraft, the first ASHTAM or NOTAM issued may not contain more information than the fact that an eruption and/or ash cloud is reported at a given location at a given date and time.

TEL: 0123 697 3464
FAX: 0123 697 3474
Telex: 99 1236
AFS: EADDYAYX
E-mail: AIS@donc.xx

REPUBLIC OF DONLON
DEPARTMENT OF CIVIL AVIATION
AERONAUTICAL INFORMATION SERVICE
P.O. BOX 744
DONLON CITY

NOTAM LIST
Series A

04 SEP 2003

THE FOLLOWING NOTAM SERIES A WERE STILL VALID ON 4 SEP 2003. NOTAM NOT INCLUDED HAVE BEEN CANCELLED, TIME EXPIRED, SUPERSEDED BY AIP SUPPLEMENT OR INCORPORATED IN THE AIP.

SERIES A

FIR
DONLON FIR

A0463/03	From 0307241200 to 0310312359 EST, Trigger NOTAM AIP — SUP 7/03, exercise area Blue Angel active, SFC to 1525 M, contact authority: Donlon RCC.	**Exercise**
A0562/03	From 0309090630 to 0310011800; period SEP 09–17, 29–30 and OCT 01, Daily 0630–1800, PJE in area circle with radius of 10 KM centred on ..... N ..... E, from SFC to 5000 M.	**PJE**

AD

DONLON/International

	From 0308020615 to 0309102359 EST, Locator Ident KL 411 KHZ U/S	**Locator**
	From 0308070815 to 0209312000, ILS GP RWY 27 331.400 MHZ CAT I only	**ILS**

HOLMSTOCK/Landa

..... etc. .....

Latest AIP Amendments:

AIRAC AIP Amendment: 042 dated 13 JUL 2003
AIP Amendment: 052 dated 1 SEP 2003

AIP Supplements in force: 04/02; 07/02; 16/02; 01/03; 03/03; 04/03.

AIC Series A in force:

NR 3; 6; 9 of 2000
NR 2; 5; 7 of 2001
NR 3; 6; 9; 13 of 2002
NR 2; 3; 5; 7 of 2003

Figure 6-1. Example of monthly printed plain-language list of valid NOTAM

Appendix A to Chapter 6

NOTAM, SNOWTAM AND ASHTAM

1. INTRODUCTION

1.1 This appendix contains explanations relating to the issuing of NOTAM, which expands upon the basic guidance provided in Chapter 6.

1.2 The NOTAM Format and the corresponding instructions for its completion, contained in Appendix 6 to Annex 15, are reproduced in this appendix for ease of reference. Examples of NOTAM are also included. Two of these examples are supplemented by the associated AFS messages and by completed NOTAM Formats.

1.3 Guidance has been included on the issuing of trigger NOTAM as well as on the production of checklists to be issued as NOTAM.

1.4 The SNOWTAM and ASHTAM Formats and instructions for completion of these Formats, as contained in Annex 15, Appendices 2 and 3 respectively, are also reproduced in this appendix.

NOTAM FORMAT

Priority Indicator	→
Address	
	≪≡
Date and time of filing	→
Originator's Indicator	≪≡ (

Message Series, Number and Identifier

NOTAM containing new information	..... (series and number/year)	NOTAMN
NOTAM replacing a previous NOTAM	..... (series and number/year)	NOTAMR ..... (series and number/year of NOTAM to be replaced)
NOTAM cancelling a previous NOTAM	..... (series and number/year)	NOTAMC ..... (series and number/year of NOTAM to be cancelled) ≪≡

Qualifiers

	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius	
Q)		Q							≪≡

Identification of ICAO location indicator in which the facility, airspace or condition reported on is located	A) →

Period of Validity

From *(date-time group)*	B)											→	
To *(PERM or date-time group)*	C)											EST* PERM*	≪≡
Time Schedule *(if applicable)*	D)											→	
													≪≡

Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)

E)	≪≡
Lower Limit	F) →
Upper Limit	G)) ≪≡
Signature	

*Delete as appropriate

Figure 6-A-1. NOTAM Format

INSTRUCTIONS AND GUIDANCE FOR THE COMPLETION OF THE NOTAM FORMAT

1. General

The qualifier line (Item Q) and all identifiers (Items A) to G) inclusive) each followed by a closing parenthesis, as shown in the format, shall be transmitted unless there is no entry to be made against a particular identifier.

2. NOTAM numbering

Each NOTAM shall be allocated a series identified by a letter and a four-digit number followed by a stroke and a two-digit number for the year (e.g. A0023/03). Each series must start on 1 January with number 0001.

3. Qualifiers (Item Q)

Item Q) is divided into eight fields, each separated by a stroke. For an easier automatic production of the PIB, all fields of Item Q) must be given a value; default values will be used where appropriate. The definition of each field is as follows:

1) FIR

a) If the subject of the information is located geographically within one FIR, the ICAO location indicator shall be that of the FIR concerned. When an aerodrome is situated within the overlying FIR of another State, the first field of Item Q) must contain the code for that overlying FIR (e.g. Q) LFRR/ …A) EGJJ);

or

If the subject of the information is located geographically within more than one FIR, the FIR field shall be composed of the ICAO nationality letters of the State originating the NOTAM, followed by "XX". (The location indicator of the overlying UIR must not be used.) The ICAO location indicators of the FIRs concerned must then be listed in Item A) or indicator of State or non-governmental agency which is responsible for provision of a navigation service in more than one State;

b) If one State issues a NOTAM affecting FIRs in a group of States, the first two letters of the ICAO location indicator of the issuing State plus "XX" shall be included. The location indicators of the FIRs concerned shall then be listed in Item A) or indicator of State or non-governmental agency which is responsible for provision of a navigation service in more than one State.

2) NOTAM CODE

All NOTAM Code groups contain a total of five letters, and the first letter is always the letter Q. The second and third letters identify the subject, and the fourth and fifth letters denote the status or condition of the subject reported upon.

A NOTAM must deal with only one subject and one condition of that subject.

The two-letter codes for subjects and conditions are those contained in the PANS-ABC (Doc 8400). For combinations of second and third and fourth and fifth letters, refer to the NOTAM Selection Criteria contained in Appendix B or insert one of the following combinations, as appropriate:

a) If the subject is not listed in the NOTAM Code (Doc 8400), insert "XX" as the second and third letters (e.g. QXXAK);

b) If the subject is not listed in Appendix B, the allocation of qualifiers "Traffic", "Purpose" and "Scope" must be based on operational experience and orientated to similar subjects contained in the NSC;

c) If the condition of the subject is not listed in the NOTAM Code (Doc 8400) or in the NOTAM Selection Criteria (Doc 8126), insert "XX" as the fourth and fifth letters (e.g. QFAXX);

d) When a NOTAM containing operationally significant information is issued in accordance with Appendix 4 and Chapter 6 and when it is used to announce the existence of AIRAC AIP Amendments or Supplements, insert "TT" as the fourth and fifth letters of the NOTAM Code;

e) When a NOTAM is issued containing a checklist of valid NOTAM, insert "KKKK" as the second, third, fourth and fifth letters; and

f) One of the following fourth and fifth letters of the NOTAM Code must be used in NOTAM cancellations:

AK : RESUMED NORMAL OPERATION
AL : OPERATIVE (OR RE-OPERATIVE) SUBJECT TO PREVIOUSLY PUBLISHED LIMITATIONS/ CONDITIONS
AO : OPERATIONAL
CC : COMPLETED
CN : CANCELLED
HV : WORK COMPLETED
XX : PLAIN LANGUAGE

3) TRAFFIC

I = IFR
V = VFR
K = NOTAM is a checklist

Note.— Depending on the NOTAM subject and content, the qualifier field TRAFFIC may contain combined qualifiers. Guidance concerning the combination of TRAFFIC qualifiers with subject and conditions in accordance with the NOTAM Selection Criteria is contained in Appendix B.

4) PURPOSE

N = NOTAM selected for the immediate attention of aircraft operators
B = NOTAM selected for PIB entry
O = NOTAM concerning flight operations
M = Miscellaneous NOTAM; not subject for a briefing, but it is available on request
K = NOTAM is a checklist.

Note.— Depending on the NOTAM subject and content, the qualifier field PURPOSE may contain the following qualifiers: K, B, BO, NBO or M. Guidance concerning the combination of PURPOSE qualifiers with subject and conditions in accordance with the NOTAM Selection Criteria is contained in Appendix B.

5) SCOPE

A = Aerodrome
E = En-route
W = Nav warning
K = NOTAM is a checklist

Note.— Depending on the NOTAM subject and content, the qualifier field SCOPE may contain combined qualifiers. Guidance concerning the combination of SCOPE qualifiers with subject and conditions in accordance with the NOTAM Selection Criteria is contained in Appendix B. If the subject is qualified AE, the aerodrome location indicator must be reported in Item A).

6) and 7) LOWER/UPPER

LOWER and UPPER limits shall only be expressed in flight levels (FL) and shall express the actual vertical limits of the area of influence without the addition of buffers. In the case of navigation warnings and airspace restrictions, values entered shall be consistent with those provided under Items F) and G). If the subject does not contain specific height information, insert "000" for LOWER and "999" for UPPER as default values.

8) COORDINATES, RADIUS

The latitude and longitude accurate to one minute, as well as a three-digit distance figure giving the radius of influence in NM (e.g. 4700N01140E043). Coordinates present approximate centre of circle whose radius encompasses the whole area of influence (e.g. Coordinates of the aerodrome reference point for NOTAM with Scope A). If the NOTAM affects the entire FIR/UIR or more than one FIR/UIR, the default value "999" is used for radius.

4. Item A)

Insert the location indicator as contained in Doc 7910 — *Location Indicators* of the aerodrome or FIR in which the facility, airspace, or condition being reported on is located.

Only one aerodrome may be indicated. If more than one aerodrome is involved, separate NOTAM must be issued. More than one FIR/UIR may be indicated when appropriate. The location indicator of the FIR or UIR to be included is that of the area control centre (ACC) or flight information centre (FIC) providing air traffic services within the FIR or UIR.

Example:

"A) LOWW" identifies the aerodrome Wien/ Schwechat, whereas "A) LOVV" identifies Wien FIR (LOVV is the location indicator of Wien ACC/FIC).

The number of FIR in Item A) is restricted to 7 by the length of an AFTN line. If more than 7 FIR are affected, the Publishing NOF or responsible non-governmental agency may use a unique and unambiguous location indicator that serves the purpose of publication of NOTAM information related to more than 7 FIRs (e.g. UUUU). If no such unique location indicator exists, additional NOTAM must be published as required.

If information concerns GNSS, insert the appropriate ICAO location indicator allocated for a GNSS element or the common location indicator allocated for all elements of GNSS (except GBAS).

Note.— In the case of GNSS, the location indicator may be used when identifying a GNSS element outage (e.g. KNMH for a GPS satellite outage).

If there is no available ICAO location indicator, use the ICAO nationality letter as given in Doc 7910, Part 2, plus XX and followed up in Item E) by the name, in plain language. When an ICAO location indicator is not available, it is imperative that Item E) be completed in order to identify the location/facility/service concerned since some indicators already exist where extensive use is made of the letter "X" (e.g. "DXXX" for Lomé/ Tokoin). Failure to complete Item E) could therefore result in unnecessary queries. By the same token, lack of an entry in Item E) would confirm the validity of the location indicator used.

5. Item B)

Item B) must contain the beginning of the occurrence or activity or, in the case of a facility/service which becomes unusable, the date-time at which the NOTAM is filed.

For date-time group use a ten-figure group, giving year, month, day, hours and minutes in UTC (e.g. B) 0310241230, meaning 24 October 2003 at 1230 UTC). Abbreviations such as "WIE" or "WEF" must not be used. The start of a day shall be indicated by "0000".

This entry is the date-time at which the NOTAMN comes into force. In the cases of NOTAMR and NOTAMC, the date-time group is the actual date and time of the NOTAM origination. In order to avoid possible misinterpretation about further changes or existence of multiple NOTAM with the same subject at the same time, no future cancellation or replacement is issued. The start of a day shall be indicated by "0000".

6. Item C)

Item C) must contain the end of the occurrence or activity.

With the exception of NOTAMC, a date-time group (a ten-figure group giving year, month, day, hours and minutes in UTC) indicating duration of information shall be used unless the information is of a permanent nature in which case the abbreviation "PERM" is inserted instead.

If the information on timing is uncertain, the approximate duration shall be indicated using a date-time group followed by the abbreviation "EST" (e.g. C) 0310250600 EST). Any NOTAM which includes an "EST" must be cancelled or replaced before the date-time specified in Item C).

Abbreviations such as "UFN" must not be used. The end of a day shall be indicated by "2359" (i.e. do not use "2400").

Item C) must contain "PERM" solely for NOTAM information that will be incorporated in the AIP. These NOTAM are cancelled.

7. Item D)

Item D) must contain the specified schedule or period(s) during which an occurrence takes place or a hazard exists. This item is optional and need be completed only as and when required.

If the hazard, status of operation or condition of facilities being reported on will be active in accordance with a specific time and date schedule between the dates-times indicated in Items B) and C), insert such information under Item D). If Item D) exceeds 200 characters, consideration shall be given to providing such information in a separate, consecutive NOTAM.

Example:

When, between 19 April 2003 0730 UTC and 20 April 2003 1500 UTC, a hazard will exist on 19 and 20 April between 0730 and 1500 UTC only, Items B), C) and D) should be completed as follows:

B) 0304190730 C) 0304201500
D) APR 19 AND 20 0730-1500

8. Item E)

Item E), also called NOTAM text, must contain the information on the hazard, status of operation or condition of the facilities reported on.

When NOTAM is selected for international distribution, English text shall be included for those parts expressed in plain language.

The text in Item E) should be kept as short as possible, containing all the essential information needed for the safe conduct of the flight, and should be ready for inclusion in PIB. In this connection, it should be pointed out that it is the responsibility of the AIS to issue the NOTAM from information it receives from the relevant "sources" (other technical departments, etc.). Changing the text (not the substance) of the message to fit in the NOTAM Format is the responsibility of AIS and is usually done in coordination with the relevant source. Furthermore, the sources providing AIS/NOF with the information should be instructed to keep the message as short as possible and to restrict the information to be included in the NOTAM to the bare essentials.

The lateral limits of an area published in AIP or AIP SUP are not be repeated in Item E); the name of that area is referred to instead.

If lateral limits of an area are not published in AIP or AIP SUP, the coordinates must be expressed in accordance with the following to ensure readability:

a) The points defining lateral limits of an irregular shape area must be enumerated in clockwise order separated by a hyphen "–". The last point on the list must be the same as the first point.

b) A circular shape area is defined by the word "RADIUS" followed by the value of the radius and its abbreviated unit of measurement followed by the words "CENTRE" followed by coordinates of the centre of the circle.

c) In Item E) latitude is presented as DDMM[SS.s]H where DD denotes degrees; MM denotes minutes; SS denotes seconds; s denotes tenths of seconds; and H denotes hemisphere, N for North or S for South.

d) In Item E) longitude is presented as DDDMM[SS.s]H where DDD denotes degrees; MM denotes minutes; SS denotes seconds; s denotes tenths of seconds; and H denotes hemisphere, W for West or E for East.

e) The resolution used for coordinates must conform with the aeronautical data quality requirements listed in Appendix 7 of Annex 15, e.g. tenth of a minute must not be used.

An e-mail address is inserted in Item E) with the @ symbol replaced by the string "(A)".

For NOTAMC, a subject reference and status message should be included to enable accurate plausibility checks.

Example:

E) RWY 25R LLZ U/S

9. Items F) and G)

These items are normally applicable to navigation warnings or airspace restrictions, but can be used for any other applicable subjects, and are usually part of the PIB entry. Insert both lower and upper limits of activities or restrictions, clearly indicating the same reference datum and unit of measurement in both fields. The use of both metres and feet is discouraged as this may lead to confusion. The value and the unit of measurement (M or FT) must be consecutive without a blank. The reference indication (AGL, AMSL) must follow the unit of measurement and be separated by a blank character only. The abbreviation GND or SFC must be used in Item F) to designate ground and surface respectively. The abbreviation UNL must be used in Item G) to designate unlimited.

In the case of Airspace Organization (NOTAM related to structure of ATS Routes, TMA, CTR, ATZ, etc.), the specified "Lower/Upper" values must correspond to the

vertical limits of the airspace concerned. The use of default values 000/999 must be avoided whenever possible.

Lower limit: Item F) may show the lower limit as SFC (surface), GND (ground level), an altitude in metres or feet above mean sea level (e.g. "2000M AMSL" or "6500FT AMSL"), a height above ground (e.g. "1000M AGL") or a flight level (e.g. "FL100"). The abbreviation "000" must not be used.

Upper limit: Item G) may show the upper limit as an altitude either in metres or feet above mean sea level (e.g. "5000M AMSL or "16500FT AMSL"), a height above the ground (e.g. "6000M AGL" or "19700FT AGL), a flight level (e.g. "FL200") or as "UNL" (unlimited) if applicable. The abbreviation "999" must not be used.

Example:

F) GND G) 30000FT AMSL

Meaning:

From ground level up to an altitude of 30 000 ft above mean sea level.

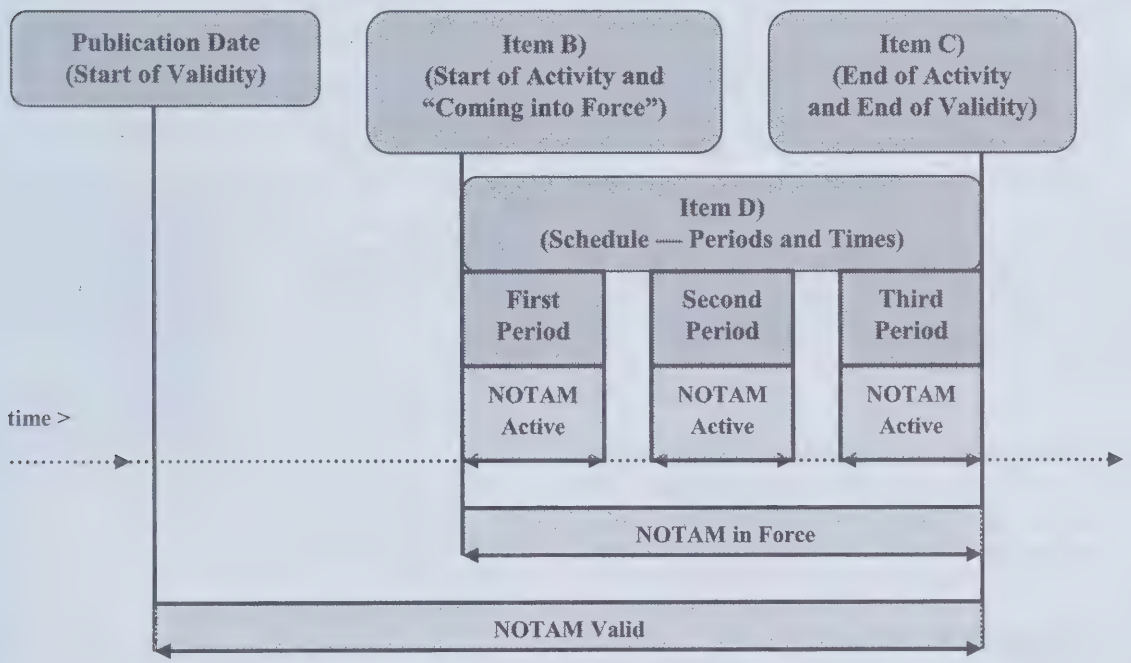

Figure 6-A-2. NOTAM date-times

2. EXAMPLES OF NOTAM USING THE NOTAM FORMAT

2.1 Examples of NOTAM using the NOTAM Format are given below. These are examples only and should not be considered as having any operational value.

a) At Paris/Orly from the 1st day of April 2003 at 0000 UTC until the 1st day of April 2003 at 0600 UTC, the distance measuring equipment will be unserviceable.

NOTAMN
Q) LFFF/QNDAS/IV/BO/AE/000/999/
4843N00221E250
A) LFPO B) 0304010000 C) 0304010600
E) DME U/S)

b) At New York/La Guardia the VHF omnidirectional radio range on 116.9 MHz will be out of service until approximately the 13th day of November 2003 at 0900 UTC.

NOTAMN
Q) KZWY/QNVAS/IV/BO/AE/000/999/
4047N07352W250
A) KLGA B) 0311020615 C) 0311130900 EST
E) 116.9 MHZ VOR U/S)

c) At Beograd/Beograd the non-directional beacon on 243 kHz will be permanently withdrawn from service on 1 May 2003 at 0600 UTC. Add reference to AIP.

NOTAMN
Q) LYBA/QNBAW/IV/BO/AE/000/999/
4449N02019E300
A) LYBE B) 0305010600 C) PERM
E) 243 KHZ NDB WITHDRAWN REF. AIP LYBE AD 2.19)

d) In the Montreal FIR gun firing will take place on the 21st day of February 2003 from 0800 hours UTC until 1100 hours UTC within an area of 10 NM around the location 45° 37' North 74° 00' West from the surface up to an altitude of 6 100 metres MSL.

NOTAMN
Q) CZUL/QWMLW/IV/BO/W/000/200/
4537N07400W010
A) CZUL B) 0302210800 C) 0302211100
E) GUN FIRING WILL TAKE PLACE RADIUS
10 NM CENTRE 4537N07400W
F) SFC G) 6100M AMSL)

e) If a danger area EGDXX located at 5510N00520W with a radius of 50 NM (and affecting two FIR) were to be activated up to 40 000 ft MSL on 3, 7, 12, 21, 24 and 28 April 2003, daily from 0730 to 1500 UTC and up to 30 000 ft MSL on 19 and 20 April 2003 daily from 0730 to 1500 UTC, two NOTAM would be required, as follows:

(A0623/03 NOTAMN
Q) EGXX/QRDCA/IV/NBO/W/000/400/
5510N00520W050
A) EGTT EGPX B) 0304030730 C) 0304281500
D) APR 03 07 12 21 24 AND 28 0730 TO 1500
E) DANGER AREA DXX IS ACTIVE
F) GND G) 40000FT AMSL)

(A0624/03 NOTAMN
Q) EGXX/QRDCA/IV/NBO/W/000/300/
5510N00520W050
A) EGTT EGPX B) 0304190730 C) 0304201500
D) APR 19 AND 20 0730 TO 1500
E) DANGER AREA DXX IS ACTIVE
F) GND G) 30000FT AMSL)

f) At Frankfurt International on the 27th day of November 2003, basic GNSS is unavailable for NPA from 1723 UTC until 1754 UTC, SBAS is unavailable for APV from 1731 until 1746 UTC and GBAS is unavailable from 1735 until 1746 UTC.

(B0116/03 NOTAMN
Q) EDFF/QGAAU/I/BO/A/000/999/5204N01137E250
A) EDDF B) 0311271723 C) 0311271754
E) BASIC GNSS UNAVBL FOR NPA 0311271723
TIL 0311271754 SBAS UNAVBL FOR APV
0311271731 TIL 0311271748 GBAS UNAVBL
0311271735 TIL 0311271746)

g) SBAS is unavailable for all APV operations in an area of 250 NM radius around Paris Charles de Gaulle as of December 14th, 2003 at 2135 hours UTC until December 15th, 2003 at 2135 hours UTC (estimated).

(A2500/03 NOTAMN
Q) LFFF/QGWAU/I/BO/A/000/999/4901N00232E250
A) LFPG B) 0312142135 C) 0312152135 EST
E) SBAS UNAVBL FOR APV)

h) Basic GNSS, SBAS and GBAS will be unavailable for all en-route and aerodrome operations in an area of 460 km (250 NM) radius around Paris Charles de Gaulle as of October 16th, 2003 at 1815 hours UTC until 2315 hours UTC.

(A3546/03 NOTAMN
Q) LFFF/QGWAU/I/BO/AE/000/999/
4901N00232E250
A) LFPG B) 0310161815 C) 0310162315
E) BASIC GNSS UNAVBL SBAS UNAVBL GBAS UNAVBL)

2.2 Examples of completed NOTAM Formats are given in Figures 6-A-3 and 6-A-4, and the meanings of the NOTAM messages are included below together with the associated examples of AFS messages.

Meaning of NOTAM in Figure 6-A-3

NOTAM series A number 0068 replacing NOTAM series A number 0062 of the current year. Vagar, Faroe Islands, aerodrome closed for maintenance on the runway from 2300 hours UTC on the 8th day of May 2003 to approximately 0100 UTC on the 9th day of May 2003.

AFS message

GG EHZZNNLX EBZZNNLX EDZZNINX
EKZZNIDX
021432 BGSFYNYX
(A0068/03 NOTAMR A0062/03
Q) BIRD/QFALC/IV/NBO/A/000/999/
6204N07163W010
A) EKVG B) 0305082300 C) 0305090100 EST
E) AD CLSD FOR MAINT

Meaning of NOTAM in Figure 6-A-4

In the Tokyo FIR, hot air balloon flying will take place in an area bounded by the following points 43 00 N 140 40 E, 42 40 N 140 30 E, 42 36 N 140 30 E and 42 36 N 140 54 E. The flying will be held during VMC only up to an altitude of 2 000 m above mean sea level during the following days and times:

In 2003, May 31 19h30 – June 1 09h30, June 6 19h30 – June 7 09h30, June 7 19h30 – June 8 09h30, June 13 19h30 – June 14 09h30, June 14 19h30 – June 15 09h30, June 20 19h30 – June 21 09h30, June 21 19h30 – June 22 09h30, June 27 19h30 – June 28 09h30, June 28 19h30 – June 29 09h30.

Or in a more concise form:

In 2003, on the following days: May 31, June 6, 7, 13, 14, 20, 21, 27 and 28 at periods starting at 19h30 and ending at 9h30 the next day.

AFS message

GG CYZZNBBX KDZZNOKX LFZZNNMX
NTTYNYX WMKKYNYX
301203 RJAAYNYX
(A0703/03 NOTAMN
Q) RJTG/QWLLW/V/M/W/000/065/
4248N14042E100
A) RJTG B) 0305311930 C) 0306290930
D) MAY 31 JUN 06 07 13 14 20 21 27 28 1930-0930
E) HOT AIR BALLOON FLT IN AREA 4300N14040E – 4240N14030E – 4236N14030E – 4236N14054E – 4300N14040E VMC ONLY
F) SFC G) 2000M AMSL)

Priority Indicator	GG →
Address	EHZZNNLX EBZZNNLX EDZZNINX
EKZZNIDX . . . (etc.)	
	≪≡
Date and time of filing	021432 →
Originator's Indicator	BGSFYNYX ≪≡ (

Message Series, Number and Identifier

NOTAM containing new information	..... (series and number/year)	NOTAMN
NOTAM replacing a previous NOTAM	A0068/03 ..... (series and number/year)	NOTAMR A0062/03 ..... (series and number/year of NOTAM to be replaced)
NOTAM cancelling a previous NOTAM	..... (series and number/year)	NOTAMC ..... (series and number/year of NOTAM to be cancelled) ≪≡

Qualifiers

	FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius	
Q)	BIRD/	QFALC/	IV/	NBO/	A /	000/	999/	6204N07163W010	≪≡

Identification of ICAO location indicator in which the facility, airspace or condition reported on is located	A) EKVG →

Period of Validity

From *(date-time group)*	B)	0	3	0	5	0	8	2	3	0	0		→
To *(PERM or date-time group)*	C)	0	3	0	5	0	9	0	1	0	0	EST* PERM*	≪≡
Time Schedule *(if applicable)*	D)												→
													≪≡

Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)

E) AD CLSD FOR MAINT

≪≡

Lower Limit	F) →
Upper Limit	G)) ≪≡
Signature	

*Delete as appropriate

Figure 6-A-3. Example 1 of a completed NOTAM Format

Priority Indicator	GG →
Address	CYZZNBBX KDZZNOKX LFZZNNMX
	NTTOYNYX WMKKYNYX . . . (etc.)
	≪≡
Date and time of filing	301203 →
Originator's Indicator	RJAAYNYX ≪≡ (

Message Series, Number and Identifier

NOTAM containing new information	A0703/03 (series and number/year)	NOTAMN
NOTAM replacing a previous NOTAM	..... (series and number/year)	NOTAMR ..... (series and number/year of NOTAM to be replaced)
NOTAM cancelling a previous NOTAM	..... (series and number/year)	NOTAMC ..... (series and number/year of NOTAM to be cancelled) ≪≡

Qualifiers

FIR	NOTAM Code	Traffic	Purpose	Scope	Lower Limit	Upper Limit	Coordinates, Radius	
Q) RJTG/	QWLLW/	V /	M /	W /	000/	065/	4248N14042E100	≪≡

Identification of ICAO location indicator in which the facility, airspace or condition reported on is located	A) RJTG →

Period of Validity

From *(date-time group)*	B)	0	3	0	5	3	1	1	9	3	0	→
To *(PERM or date-time group)*	C)	0	3	0	6	2	9	0	9	3	0	~~EST*~~ ~~PERM*~~ ≪≡
Time Schedule *(if applicable)*	D)	MAY 31 JUN 06 07 13 14 20 21 27 28 1930-0930										≪≡

Text of NOTAM; Plain-Language Entry (using ICAO Abbreviations)

E) HOT AIR BALLOON FLT IN AREA 4300N14040E - 4240N14030E - 4236N14030E - 4236N14054E - 4300N14040E VMC ONLY

≪≡

Lower Limit	F) SFC →
Upper Limit	G) 2000M AMSL) ≪≡
Signature	

*Delete as appropriate

Figure 6-A-4. Example 2 of a completed NOTAM Format

3. TRIGGER NOTAM

3.1 Trigger NOTAM are issued in the situations described in Figure 4-2 of Chapter 4 in accordance with the same instructions as for any other NOTAM with the following exceptions:

3.1.1 ***Qualifiers (Item Q))***

NOTAM CODE

The second and third letters (subject) must be selected from the PANS-ABC (Doc 8400) and must never be the letters XX. If there is no suitable selection, use FA for aerodromes and AF for FIR. In the case of multiple subjects for the same aerodrome or FIR, the second and third letters must be selected according to the subject of highest operational importance.

The fourth and fifth letters (condition) must always contain the letters TT. This exclusive TT condition must be used in trigger NOTAM regardless of the subject of NOTAM code listed in the PANS-ABC.

Note.— Condition "TT" may be used to retrieve specific trigger NOTAM from any issuing NOF and can also be used to include/exclude trigger NOTAM in/from PIB at a specific time before their effective date.

PURPOSE

As trigger NOTAM are issued relative only to information of operational significance, the qualifier PURPOSE must relate to BO.

SCOPE and TRAFFIC

In the case of multiple subjects for the same aerodrome or FIR, and even though only the subject of highest operational significance is listed in the NOTAM code, the qualifiers SCOPE and TRAFFIC must be selected to cover all subjects.

3.1.2 ***Items B) and C)***

Trigger NOTAM must contain in Item B) the AIRAC effective date-time of the AIRAC AIP Amendment or AIRAC AIP Supplement. As trigger NOTAM must remain valid for a period of 14 days after the effective date of an amendment or supplement, Item C) must contain the AIRAC effective date-time plus 14 days.

Example:

B) 0603161000 *(AIRAC effective date-time)*
C) 0603301000 *(AIRAC effective date-time + 14 days)*

When the information published by an AIRAC AIP Supplement has a duration that is shorter than 14 days, Item C) of a trigger NOTAM must have the date and time when the information published in the AIP Supplement will expire.

A trigger NOTAM is generally self-cancelling at the date-time specified in Item C). In a case where the information contained in an AIRAC AIP Supplement becomes invalid before this date, the trigger NOTAM may be cancelled or replaced if the AIRAC AIP Supplement remains valid for a short period.

3.1.3 ***Item E)***

The text in Item E) should not exceed 300 characters and must always start with the words "TRIGGER NOTAM" (followed, only in the case of an AIP Amendment, by the abbreviation PERM), a reference number of the published AIRAC AIP Amendment or AIRAC AIP Supplement concerned, the effective and end date of validity (or the effective date only in the case of PERM) and a brief description of its content.

Note.— PERM or end of validity is inserted in Item E) to stress that the information published by the referenced AIP Amendment or AIP Supplement is of a permanent nature or of planned duration respectively while the trigger NOTAM contains an end date as per Item C).

3.2 Trigger NOTAM relative to AIRAC AIP Amendments

3.2.1 AIRAC AIP Amendments represent permanent operational changes to the AIP on a predefined AIRAC effective date. The text in Item E) must include an indication that permanent changes are taking place.

Example:

Q) LOVV/QARTT/I/BO/E/245/999/4720N01330E999
A) LOVV
B) 0603161000 *(AIRAC effective date-time)*
C) 0603301000 *(AIRAC effective date-time + 14 days)*
E) TRIGGER NOTAM — PERM AIRAC AIP AMDT 3/06 WEF 16MAR2006 IMPLEMENTATION OF NEW ATS ROUTE UA15

3.3 Trigger NOTAM relative to AIRAC AIP Supplements

3.3.1 AIRAC AIP Supplements represent temporary operational changes of long duration (three months or longer) or operational changes of short duration containing extensive text or graphics.

Example:

A0034/06 NOTAMN
Q) ESMM/QFATT/IV/BO/A/000/999/
5739N01217E005
A) ESGG B) 0604131000 C) 0604271000
E) TRIGGER NOTAM — AIRAC AIP SUP 14/06 WEF 13APR2006 TIL 25MAY2006 USE OF AERODROME RESTRICTED DUE TO MAJOR CONSTRUCTION WORK.

3.3.2 Generally, changes to a given AIRAC AIP Supplement are announced by replacing it by another AIRAC AIP Supplement and the normal rules for trigger NOTAM apply. However changes of short duration, of short notice or of temporary nature, such as short-notice notification of an earlier end of validity or notification of the activation of information described in the AIP SUP, are announced by normal NOTAM referring to the AIP SUP.

Examples:

A0115/08 NOTAMN
Q) ESAA/QMDCH/IV/BO/A/000/999/
5739N01217E005
A) ESGG B) 0804120637 C) 0805112359
E) RWY 03/21 TORA 2800M. REF AIRAC AIP SUP 14/08.

A0127/08 NOTAMN
Q) ESAA/QFALT/IV/BO/A/000/999/5739N01217E005
A) ESGG B) 0804230000 C) 0805112359
E) REF AIRAC AIP SUP 14/08 WORK COMPLETED. RESTRICTIONS ON THE USE OF AERODROME NO LONGER IN FORCE.

4. CHECKLIST OF NOTAM

Checklists are issued as NOTAMR and are completed as follows:

Qualifiers in Item Q)

FIR

— the FIR indicator; or

— the State indicator letter(s) followed by XX, or XXX if there is more than one FIR in a State; or

— the State indicator of the issuing NOF followed by XX, or XXX if publishing for FIR in different States.

NOTAM CODE

— the dedicated NOTAM Code QKKKK.

TRAFFIC, PURPOSE and SCOPE

— K = NOTAM is a checklist.

Note.— The NOTAM code QKKKK and the qualifier K for TRAFFIC, PURPOSE and SCOPE are used to allow selective retrieval of the checklist. This also prevents the checklist from appearing in the pre-flight information bulletin (PIB).

LOWER/UPPER

— default values 000/999.

COORDINATES, RADIUS

— the geographical coordinates of the centre of the FIR(s) listed in Item A), followed by the default radius 999.

Item A)

Item A) must contain the FIR or a list of all the FIRs to which the checklist relates.

Item B)

The current checklist NOTAMR replaces the previous checklist with immediate effect. Consequently Item B) is the issuing time of the checklist and supersedes the previous one immediately.

Item C)

The checklist is issued with an estimated validity of not more than one month. Item C) is indicated as one month after the date of issue, followed by EST.

Item E)

Item E) is divided into two sections:

First section:

— begins with the keyword "CHECKLIST";

— contains the list of the valid NOTAM numbers, which have been promulgated in the same series as the checklist, in a format suitable for automatic and manual processing;

Note 1.— The list must not contain the number of the replaced NOTAM checklist or its own NOTAM checklist number.

Note 2.— Each NOTAM number (always four digits) is separated by a blank with no other punctuation mark.

— groups NOTAM by year, using the word "YEAR" and the "=" sign, followed by the four-digit year of publication without blanks (e.g. YEAR=2002).

Note.— Each indicator of a different year must start on a new line.

Second section:

— begins with the words "LATEST PUBLICATIONS";

— contains the list of the latest publications, in a format suitable for manual processing only.

Note 1.— Whenever the numbering of AIP Amendments takes place on a yearly basis, a reference to the year of publication must be added to the number.

Note 2.— Checklists must contain the numbers of the NOTAM *incorporated in a normal AIP Amendment or AIP Supplement until the time that these NOTAM are cancelled by the publication of a NOTAMC.*

Example:

(A0037/03 NOTAMR A0016/03
Q) LIXX/QKKKK/K/K/K/000/999/4323N01205E999
A) LIBB LIMM LIRR B) 0303310900
C) 0304300900EST
E) CHECKLIST
YEAR=2001 0101 0232 0244 0288 0345 0511
YEAR=2002 0101 0104 0347 0601 0653 0674 0687
YEAR=2003 0004 0006 0009 0010 0011 0012 0014
0018 0025 0027 0029 0034 0035
LATEST PUBLICATIONS
AIRAC AIP AMDT 004/03 EFFECTIVE 20 APR 00
AIP SUP 001/03
AIP AMDT 413
AIC A001/03

Differentiating between IFR or VFR publications (volumes) can be stated, if so required:

AIP SUP VFR 001/03
AIP SUP IFR 002/03
AIRAC AIP AMDT IFR 004/03 EFFECTIVE 20 APR 03

Erroneous checklists

When the publication of a checklist contains an error, the following procedures will apply:

Error: A valid NOTAM number was not inserted in the checklist.

a) if the omitted NOTAM is in force, a NOTAMR must be published replacing the omitted NOTAM with a new number;

b) if the omitted NOTAM is not yet in force, a NOTAMC and NOTAMN shall be issued.

Error: An invalid NOTAM number was erroneously inserted in the checklist.

— A revised checklist (NOTAMR replacing the erroneous checklist) must be published without the invalid NOTAM number (no correct version).

This procedure will allow for consistency of the data in the databases of all recipients, whatever the method used to process checklists.

SNOWTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)	≪≡
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)	≪≡
(Abbreviated heading)	(SWAA* SERIAL NUMBER) S W * *	(LOCATION INDICATOR)	DATE-TIME OF OBSERVATION / (OPTIONAL GROUP) ≪≡ (

SNOWTAM	(Serial number) →	
(AERODROME LOCATION INDICATOR)		A) →
(DATE-TIME OF OBSERVATION *(Time of completion of measurement in UTC)*)		B) →
(RUNWAY DESIGNATORS)		C) →
(CLEARED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH *(m)*)		D) →
(CLEARED RUNWAY WIDTH, IF LESS THAN PUBLISHED WIDTH *(m; if offset left or right of centre line add "L" or "R")*)		E) →
(DEPOSITS OVER TOTAL RUNWAY LENGTH *(Observed on each third of the runway, starting from threshold having the lower runway designation number)* NIL — CLEAR AND DRY 1 — DAMP 2 — WET or water patches 3 — RIME OR FROST COVERED *(depth normally less than 1 mm)* 4 — DRY SNOW 5 — WET SNOW 6 — SLUSH 7 — ICE 8 — COMPACTED OR ROLLED SNOW 9 — FROZEN RUTS OR RIDGES)		F) →
(MEAN DEPTH *(mm)* FOR EACH THIRD OF TOTAL RUNWAY LENGTH)		G) →
(FRICTION MEASUREMENTS ON EACH THIRD OF RUNWAY AND FRICTION MEASURING DEVICE MEASURED OR CALCULATED COEFFICIENT *or* ESTIMATED SURFACE FRICTION 0.40 and above — GOOD — 5 0.39 to 0.36 — MEDIUM/GOOD — 4 0.35 to 0.30 — MEDIUM — 3 0.29 to 0.26 — MEDIUM/POOR — 2 0.25 and below — POOR — 1 9 — unreliable — UNRELIABLE — 9 *(When quoting a measured coefficient, use the observed two figures, followed by the abbreviation of the friction measuring device used. When quoting an estimate, use single digit)*)		H) →
(CRITICAL SNOWBANKS *(If present, insert height (cm)/distance from the edge of runway (m) followed by "L", "R" or "LR" if applicable)*)		J) →
(RUNWAY LIGHTS *(If obscured, insert "YES" followed by "L", "R" or both "LR" if applicable)*)		K) →
(FURTHER CLEARANCE *(If planned, insert length (m)/width (m) to be cleared or if to full dimensions, insert "TOTAL")*)		L) →
(FURTHER CLEARANCE EXPECTED TO BE COMPLETED BY . . . *(UTC)*)		M) →
(TAXIWAY *(If no appropriate taxiway is available, insert "NO")*)		N) →
(TAXIWAY SNOWBANKS *(If more than 60 cm, insert "YES" followed by distance apart, m)*)		P) →
(APRON *(If unusable insert "NO")*)		R) →
(NEXT PLANNED OBSERVATION/MEASUREMENT IS FOR) *(month/day/hour in UTC)*		S) →
(PLAIN-LANGUAGE REMARKS *(Including contaminant coverage and other operationally significant information, e.g. sanding, de-icing)*)		T)) ≪≡
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2. 2. Information on other runways, repeat from C to P. 3. Words in brackets ( ) not to be transmitted.		

SIGNATURE OF ORIGINATOR *(not for transmission)*

Figure 6-A-5 SNOWTAM Format

INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM FORMAT

1. General

a) When reporting on two or three runways, repeat Items C to P inclusive.

b) Items, together with their indicator, must be dropped completely where no information is to be included.

c) Metric units must be used and the unit of measurement not reported.

d) The maximum validity of SNOWTAM is 24 hours. New SNOWTAM must be issued whenever there is a significant change in conditions. The following changes relating to runway conditions are considered as significant:

1) a change in the coefficient of friction of about 0.05;

2) changes in depth of deposit greater than the following: 20 mm for dry snow, 10 mm for wet snow, 3 mm for slush;

3) a change in the available length or width of a runway of 10 per cent or more;

4) any change in the type of deposit or extent of coverage which requires reclassification in Items F or T of the SNOWTAM;

5) when critical snow banks exist on one or both sides of the runway, any change in the height or distance from centre line;

6) any change in the conspicuity of runway lighting caused by obscuring of the lights;

7) any other conditions known to be significant according to experience or local circumstances.

e) The abbreviated heading "TTAAiiii CCCC MMYYGGgg (BBB)" is included to facilitate the automatic processing of SNOWTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for States, e.g. LF = FRANCE, EG = United Kingdom (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = SNOWTAM serial number in a four-figure group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers (see *Location Indicators* (Doc 7910));

MMYYGGgg = date-time of observation/measurement, whereby:
MM = month, e.g. January = 01,
December = 12
YY = day of the month
GGgg = time in hours (GG) and
minutes (gg) UTC;

(BBB) = optional group for:
Correction to SNOWTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example:

Abbreviated heading of SNOWTAM No. 149 from Zurich, measurement/observation of 7 November at 0620 UTC:

SWLS0149 LSZH 11070620

2. Item A

Aerodrome location indicator (four-letter location indicator).

3. Item B

Eight-figure date-time group — giving time of observation as month, day, hour and minute in UTC; this item must always be completed.

4. Item C

Lower runway designator number.

5. Item D

Cleared runway length in metres, if less than published length (see Item T on reporting on part of runway not cleared).

6. Item E

Cleared runway width in metres, if less than published width; if offset left or right of centre line, add "L" or "R", as viewed from the threshold having the lower runway designation number.

7. Item F

Deposit over total runway length as explained in SNOWTAM Format. Suitable combinations of these numbers may be used to indicate varying conditions over runway segments. If more than one deposit is present on the same portion of the runway, they should be reported in sequence from the top to the bottom. Drifts, depths of deposit appreciably greater than the average values or other significant characteristics of the deposits may be reported under Item T in plain language.

Note.— Definitions for the various types of snow are given at the end of this Appendix.

8. Item G

Mean depth in millimetres deposit for each third of total runway length, or "XX" if not measurable or operationally not significant; the assessment to be made to an accuracy of 20 mm for dry snow, 10 mm for wet snow and 3 mm for slush.

9. Item H

Friction measurements on each third of the runway and friction measuring device. Measured or calculated coefficient (two digits) or, if not available, estimated surface friction (single digit) in the order from the threshold having the lower runway designation number. Insert a code 9 when surface conditions or available friction measuring device do not permit a reliable surface friction measurement to be made. Use the following abbreviations to indicate the type of friction measuring device used:

BRD	Brakemeter-Dynometer
GRT	Grip tester
MUM	Mumeter
RFT	Runway friction tester
SFH	Surface friction tester (high-pressure tire)
SFL	Surface friction tester (low-pressure tire)
SKH	Skiddometer (high-pressure tire)
SKL	Skiddometer (low-pressure tire)
TAP	Tapley meter

If other equipment is used, specify in plain language.

10. Item J

Critical snowbanks. If present insert height in centimetres and distance from edge of runway in metres, followed by left ("L") or right ("R") side or both sides ("LR"), as viewed from the threshold having the lower runway designation number.

11. Item K

If runway lights are obscured, insert "YES" followed by "L", "R" or both "LR", as viewed from the threshold having the lower runway designation number.

12. Item L

When further clearance will be undertaken, enter length and width of runway or "TOTAL" if runway will be cleared to full dimensions.

13. Item M

Enter the anticipated time of completion in UTC.

14. Item N

The code for Item F may be used to describe taxiway conditions; enter "NO" if no taxiways serving the associated runway are available.

15. Item P

If applicable, enter "YES" followed by the lateral distance in metres.

16. Item R

The code for Item F may be used to describe apron conditions; enter "NO" if the apron is unusable.

17. Item S

Enter the anticipated time of next observation/measurement in UTC.

18. Item T

Describe in plain language any operationally significant information but always report on length of uncleared runway (Item D) and extent of runway contamination (Item F) for each third of the runway (if appropriate) in accordance with the following scale:

Runway contamination — 10% — if less than 10% of runway contaminated
Runway contamination — 25% — if 11–25% of runway contaminated
Runway contamination — 50% — if 26–50% of runway contaminated
Runway contamination — 100% — if 51–100% of runway contaminated.

EXAMPLE OF COMPLETED SNOWTAM FORMAT

GG EHAMZQZX EDDFZQZX EKCHZQZX
070645 LSZHYNYX
SWLS0149 LSZH 11070620
(SNOWTAM 0149
A) LSZH B) 11070620 C) 02 D) ... P)
C) 09 D) ... P)
C) 12 D) ... P)
R) NO S) 11070920 T) DEICING)

Definitions of the various types of snow

Slush. Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.— Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

Snow (on the ground)

a) *Dry snow.* Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.

b) *Wet snow.* Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.

c) *Compacted snow.* Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

ASHTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)		(ADDRESSEE INDICATOR(S))[1]																					
	(DATE AND TIME OF FILING)							(ORIGINATOR'S INDICATOR)																
(Abbreviated heading)	(VA*[2] SERIAL NUMBER)							(LOCATION INDICATOR)				DATE-TIME OF ISSUANCE								(OPTIONAL GROUP)				
	V	A	*[2]	*[2]																				

ASHTAM	(SERIAL NUMBER)	
(FLIGHT INFORMATION REGION AFFECTED)		A)
(DATE-TIME (UTC) OF ERUPTION)		B)
(VOLCANO NAME AND NUMBER)		C)
(VOLCANO LATITUDE/LONGITUDE OR VOLCANO RADIAL AND DISTANCE FROM NAVAID)		D)
(VOLCANO LEVEL OF ALERT COLOUR CODE, INCLUDING ANY PRIOR LEVEL OF ALERT COLOUR CODE)[3]		E)
(EXISTENCE AND HORIZONTAL/VERTICAL EXTENT OF VOLCANIC ASH CLOUD)[4]		F)
(DIRECTION OF MOVEMENT OF ASH CLOUD)[4]		G)
(AIR ROUTES OR PORTIONS OF AIR ROUTES AND FLIGHT LEVELS AFFECTED)		H)
(CLOSURE OF AIRSPACE AND/OR AIR ROUTES OR PORTIONS OF AIR ROUTES, AND ALTERNATIVE AIR ROUTES AVAILABLE)		I)
(SOURCE OF INFORMATION)		J)
(PLAIN-LANGUAGE REMARKS)		K)

NOTES:
1. See *Handbook on the International Airways Volcano Watch (IAVW)* (Doc 9766).
2. *Enter ICAO nationality letter as given in ICAO Doc 7910, Part 2.
3. See paragraph 3.5 below.
4. Advice on the existence, extent and movement of volcanic ash cloud G) and H) may be obtained from the Volcanic Ash Advisory Centre(s) responsible for the FIR concerned.
5. Item titles in brackets ( ) not to be transmitted.

SIGNATURE OF ORIGINATOR *(not for transmission)*

Figure 6-A-6 ASHTAM Format

INSTRUCTIONS FOR THE COMPLETION OF THE ASHTAM FORMAT

1. General

1.1 The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be, of operational significance. This information is provided using the volcano level of alert colour code given in 3.5 below.

1.2 In the event of a volcanic eruption producing ash cloud of operational significance, the ASHTAM also provides information on the location, extent and movement of the ash cloud and the air routes and flight levels affected.

1.3 Issuance of an ASHTAM giving information on a volcanic eruption, in accordance with section 3 below, should not be delayed until complete information A) to K) is available but should be issued immediately following receipt of notification that an eruption has occurred or is expected to occur, or a change in the status of activity of a volcano of operational significance has occurred or is expected to occur, or an ash cloud is reported. In the case of an expected eruption, and hence no ash cloud evident at that time, items A) to E) should be completed and items F) to I) indicated as "not applicable". Similarly, if a volcanic ash cloud is reported, e.g. by special air-report, but the source volcano is not known at that time, the ASHTAM should be issued initially with items A) to E) indicated as "unknown" and items F) to K) completed, as necessary, based on the special air-report, pending receipt of further information. In other circumstances, if information for a specific field A) to K) is not available indicate "NIL".

1.4 The maximum period of validity of ASHTAM is 24 hours. New ASHTAM must be issued whenever there is a change in the level of alert.

2. Abbreviated heading

Following the usual AFTN communications header, the abbreviated heading "TT AAiiii CCCC MMYYGGgg (BBB)" is included to facilitate the automatic processing of ASHTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for ASHTAM = VA;

AA = geographical designator for States, e.g. NZ = New Zealand (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = ASHTAM serial number in a four-figure group;

CCCC = four-letter location indicator of the flight information region concerned (see *Location Indicators* (Doc 7910), Part 5, Addresses of Centres in Charge of FIR/UIR);

MMYYGGgg = date-time of report, whereby:
MM = month, e.g. January = 01, December = 12
YY = day of the month
GGgg = time in hours (GG) and minutes (gg) UTC;

(BBB) = Optional group for correction to an ASHTAM message previously disseminated with the same serial number = COR.

Note.— Brackets in (BBB) are used to indicate that this group is optional.

Example:

Abbreviated heading of ASHTAM for Auckland Oceanic FIR, report on 7 November at 0620 UTC:

VANZ0001 NZZO 11070620

3. Content of ASHTAM

3.1 *Item A* — Flight information region affected, plain-language equivalent of the location indicator given in the abbreviated heading, in this example "Auckland Oceanic FIR".

3.2 *Item B* — Date and time (UTC) of first eruption.

3.3 *Item C* — Name of volcano, and number of volcano as listed in the ICAO *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix F, and on the World Map of

Volcanoes and Principal Aeronautical Features. If an ASHTAM has to be created for a volcano not listed in ICAO Doc 9691, the "existence" of the volcano must be promulgated by NOTAM with Item C) containing the abbreviation PERM.

3.4 *Item D* — Latitude/Longitude of the volcano in whole degrees or radial and distance of volcano from NAVAID (as listed in the ICAO *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691), Appendix F, and on the World Map of Volcanoes and Principal Aeronautical Features).

3.5 *Item E* — Colour code for level of alert indicating volcanic activity, including any previous level of alert colour code as shown in Figure 6-A-7.

3.6 *Item F* — If volcanic ash cloud of operational significance is reported, indicate the horizontal extent and base/top of the ash cloud using latitude/longitude (in whole degrees) and altitudes in thousands of metres (feet) and/or radial and distance from source volcano. Information initially may be based only on special air-report, but subsequent information may be more detailed based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.7 *Item G* — Indicate forecast direction of movement of the ash cloud at selected levels based on advice from the responsible meteorological watch office and/or volcanic ash advisory centre.

3.8 *Item H* — Indicate air routes and portions of air routes and flight levels affected, or expected to become affected.

3.9 *Item I* — Indicate closure of airspace, air routes or portions of air routes, and availability of alternative routes.

3.10 *Item J* — Source of the information, e.g. "special air-report" or "vulcanological agency", etc. The source of information should always be indicated, whether an eruption has actually occurred or ash cloud reported, or not.

3.11 *Item K* — Include in plain language any operationally significant information additional to the foregoing.

Level of alert colour code	Status of activity of volcano
RED ALERT	Volcanic eruption in progress. Ash plume/cloud reported above FL 250. *or* Volcano dangerous, eruption likely, with ash plume/cloud expected to rise above FL 250.
ORANGE ALERT	Volcanic eruption in progress but ash plume/cloud not reaching nor expected to reach FL 250. *or* Volcano dangerous, eruption likely but ash plume/cloud not expected to reach FL 250.
YELLOW ALERT	Volcano known to be active from time to time and volcanic activity has recently increased significantly, volcano not currently considered dangerous but caution should be exercised. *or* (After an eruption, i.e. change in alert to yellow from red or orange.) Volcanic activity has decreased significantly, volcano not currently considered dangerous but caution should be exercised.
GREEN ALERT	Volcanic activity considered to have ceased and volcano reverted to its normal state.

Note.— The colour code for the level of alert indicating the status of activity of the volcano and any change from a previous status of activity should be provided to the area control centre by the responsible vulcanological agency in the State concerned, e.g. "RED ALERT FOLLOWING YELLOW" OR "GREEN ALERT FOLLOWING ORANGE".

Figure 6-A-7. Colour code for level of alert

Appendix B to Chapter 6

NOTAM Selection Criteria

1. THE NOTAM CODE

1.1 The NOTAM Code is a comprehensive description of information contained in NOTAM. NOTAM Code groups contain a total of five letters, the first letter of which is always Q. The second and third letters identify the subject, and the fourth and fifth letters denote the status of the subject reported on. These codes and their significations are found in the *Procedures for Air Navigation Services — Abbreviations and Codes* (PANS-ABC, Doc 8400). The most commonly used NOTAM Code groups and their respective relation to the qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables below.

1.2 The following fourth and fifth letters should not be used and another code should be found instead:

AC, AF, AX, CO, CP, HH, HJ, HK, HQ, HT, HU, LA, LD, LE, LK.

1.3 The following fourth and fifth letters are not listed in the NSC because they correspond to conditions normally communicated by means of SNOWTAM:

HA, HB, HC, HD, HE, HF, HI, HL, HN, HO, HP, HS, HY, HZ.

2. QUALIFIERS TRAFFIC, PURPOSE AND SCOPE

2.1 Traffic

I = IFR
V = VFR
K = NOTAM is a checklist.

Depending on the NOTAM subject and content, the field for the qualifier Traffic may contain the qualifiers K, I, V or IV. An indication of IV in the NSC means that either I or V or IV may be used depending on NOTAM content.

2.2 Purpose

N = NOTAM selected for immediate attention of aircraft operators
B = NOTAM selected for PIB entry
O = NOTAM concerning flight operations
M = Miscellaneous NOTAM; not subject for a briefing, but available on request
K = NOTAM is a checklist.

Depending on the NOTAM subject and content, the field for the qualifier Purpose may contain the qualifiers K, M, B, BO or NBO.

2.3 Scope

A = Aerodrome
E = En-route
W = Nav Warning
K = NOTAM is a checklist.

Depending on the NOTAM subject and content, the field for the qualifier Scope may contain combined qualifiers. For instance, radio aids may be both "A" and "E", serving a dual purpose as en-route and aerodrome aids.

3. Trigger NOTAM

The fourth and fifth letters of the NOTAM Code of a trigger NOTAM must always be "TT". The second and third letters are selected from Doc 8400 and must never be "XX". The qualifier Purpose is always BO since it relates to AIRAC publication.

INDEX OF CATEGORIES OF THE NOTAM CODE BASED ON THE SECOND LETTER

AGA — LIGHTING FACILITIES (L) 6-B-3

AGA — MOVEMENT AND LANDING AREA (M) 6-B-13

AGA — FACILITIES AND SERVICES (F) 6-B-24

CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C) 6-B-34

CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I) 6-B-40

CNS — GNSS SERVICES (G) 6-B-47

CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N) 6-B-48

ATM — AIRSPACE ORGANIZATION (A) 6-B-56

ATM — AIR TRAFFIC AND VOLMET SERVICES (S) 6-B-64

ATM — AIR TRAFFIC PROCEDURES (P) 6-B-71

NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R) 6-B-78

NAVIGATION WARNINGS — WARNINGS (W) 6-B-82

OTHER INFORMATION (O) 6-B-87

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Approach lighting system (specify runway and type)	LA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x	x	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Downgraded to . . . (specify)	CG	x	x	x	x	x	
Installed	CS	x	x	x	x	x	
On test, do not use	CT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Aerodrome beacon	LB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Completed	CC						
Cancelled	CN						
Installed	CS		x				x
Trigger	TT		x		x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Runway centre line lights (specify runway)	LC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Landing direction indicator lights	LD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS		x		x		
Completely withdrawn	AW		x		x		
Completed	CC						
Cancelled	CN						
Installed	CS		x		x		
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Runway edge lights (specify runway)	LE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Sequenced flashing lights (specify runway)	LF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Pilot-controlled lighting	LG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Changed	CH	x	x		x		
Cancelled	CN						
Installed	CS	x	x		x		
On test, do not use	CT	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
High intensity runway lights (specify runway)	LH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Runway end identifier lights (specify runway)	LI	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Runway alignment indicator lights (specify runway)	LJ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Category II components of approach lighting system (specify runway)	LK	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Low intensity runway lights (specify runway)	LL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Medium intensity runway lights (specify runway)	LM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Precision approach path indicator (PAPI) (specify runway)	LP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
All landing area lighting facilities	LR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Stopway lights (specify runway)	LS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Cancelled	CN						
Installed	CS	x			x		
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Threshold lights (specify runway)	LT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Helicopter approach path indicator	LU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x	x	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
On test, do not use	CT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Visual approach slope indicator system (specify type and runway)	LV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x		x	x	
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Heliport lighting	LW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x		x		
Unserviceable	AS	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Taxiway centre line lights (specify taxiway)	LX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Taxiway edge lights (specify taxiway)	LY	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

CATEGORY: AGA — LIGHTING FACILITIES (L)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Runway touchdown zone lights (specify runway)	LZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Movement area	MA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Work completed	HV						
Work in progress	HW	x	x		x		
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Aircraft restricted to runways and taxiways	LR	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Bearing strength (specify part of landing area or movement area)	MB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Clearway (specify runway)	MC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Work completed	HV						
Work in progress	HW	x					x
Operating but caution advised due to . . . (specify)	LX	x					x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Declared distances (specify runway)	MD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Taxiing guidance system	MG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Runway arresting gear (specify runway)	MH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Parking area	MK	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Cancelled	CN						
Work completed	HV						
Work in progress	HW	x	x				x
Closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x	x	
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Daylight markings (specify threshold, centre line, etc.)	MM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW		x				x
Completed	CC						
Cancelled	CN						
Installed	CS		x				x
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Apron	MN	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x		
Work completed	HV						
Work in progress	HW	x	x		x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Aircraft restricted to runways and taxiways	LR	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Stopbar (specify taxiway)	MO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Available for night operation	AN	x	x		x		
Operational	AO						
Available on request	AR	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Cancelled	CN						
Realigned	CL	x	x		x		
Installed	CS	x	x		x		
Work completed	HV						
Work in progress	HW	x	x		x		
Closed	LC	x	x		x		
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x		
Usable for length of . . . and width of . . . (specify)	LL	x	x		x		
Closed to all night operations	LN	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Aircraft stands (specify)	MP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Work completed	HV						
Work in progress	HW	x	x				x
Closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x	x	
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Runway (specify runway)	MR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x	x	x	x	
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x	x	x	x	
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Realigned	CL	x	x	x	x	x	
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Work completed	HV						
Work in progress	HW	x	x	x	x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Usable for length of . . . and width of . . . (specify)	LL	x	x	x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Stopway (specify runway)	MS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Work completed	HV						
Work in progress	HW	x	x		x	x	
Closed	LC	x	x		x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Threshold (specify runway)	MT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Runway turning bay (specify runway)	MU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x		
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x		
Work completed	HV						
Work in progress	HW	x	x		x		
Closed	LC	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Strip/shoulder (specify runway)	MW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Work completed	HV						
Work in progress	HW	x	x				x
Closed	LC	x	x				x
Limited to . . . (specify)	LT	x	x				x
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Taxiway (specify)	MX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Available for night operation	AN	x	x				x
Operational	AO						
Available on request	AR	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Realigned	CL	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Work completed	HV						
Work in progress	HW	x	x				x
Closed	LC	x	x				x
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x				x
Usable for length of . . . and width of . . . (specify)	LL	x	x				x
Closed to all night operations	LN	x	x				x
Limited to . . . (specify)	LT	x	x				x
Plain language	XX						

CATEGORY: AGA — MOVEMENT AND LANDING AREA (M)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Rapid exit taxiway (specify)	MY	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x	x	x	x	
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x	x	x	x	
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Realigned	CL	x	x	x	x	x	
Displaced	CM	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Work completed	HV						
Work in progress	HW	x	x	x	x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Usable for length of . . . and width of . . . (specify)	LL	x	x	x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Aerodrome	FA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x	x	x	x	
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Available for night operation	AN	x	x	x	x	x	
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Identification or radio call sign changed to . . . (specify)	CI	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Grass cutting	HG	x	x				x
Work completed	HV						
Work in progress	HW	x	x	x	x	x	
Concentration of birds	HX	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Unserviceable for aircraft heavier than . . . (specify)	LH	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Closed to all night operations	LN	x	x	x	x	x	
Aircraft restricted to runways and taxiways	LR	x	x		x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Friction measuring device (specify type)	FB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Ceiling measurement equipment	FC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Docking system (specify AGNIS, BOLDS, etc.)	FD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x					x
Available on request	AR	x					x
Unserviceable	AS	x					x
Completely withdrawn	AW	x					x
Completed	CC						
Cancelled	CN						
Installed	CS	x					x
Limited to . . . (specify)	LT	x					x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Oxygen (specify type)	FE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Firefighting and rescue	FF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x	x	x	x	
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Downgraded to . . . (specify)	CG	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Ground movement control	FG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x				x
Hours of service are now . . . (specify)	AH	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Available for night operation	AN	x	x				x
Operational	AO						
Available on request	AR	x	x				x
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Identification or radio call sign changed to . . . (specify)	CI	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Helicopter alighting area/platform	FH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x		
Hours of service are now . . . (specify)	AH	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x		x		
Available for night operation	AN	x	x		x		
Operational	AO						
Available, prior permission required	AP	x	x		x		
Available on request	AR	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Identification or radio call sign changed to . . . (specify)	CI	x	x		x		
Displaced	CM	x	x		x		
Cancelled	CN						
Installed	CS	x	x		x		
Work completed	HV						
Work in progress	HW	x	x		x		
Concentration of birds	HX	x	x		x		
Reserved for aircraft based therein	LB	x	x		x		
Closed	LC	x	x		x		
Closed to IFR operations	LI	x			x		
Closed to all night operations	LN	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Closed to VFR operations	LV		x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Aircraft de-icing (specify)	FI	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Oils (specify type)	FJ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION Landing direction indicator	**CODE** FL	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Completed	CC						
Displaced	CM		x				x
Cancelled	CN						
Installed	CS		x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION Meteorological service (specify type)	**CODE** FM	Scope: A Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x		x	x	
Not available (specify reason if appropriate)	AU	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Fog dispersal system	FO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x					x
Unserviceable	AS	x					x
Completely withdrawn	AW	x					x
Completed	CC						
Cancelled	CN						
Installed	CS	x					x
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Heliport	FP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x	x		x		
Hours of service are now . . . (specify)	AH	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x		x		
Available for night operation	AN	x	x		x		
Operational	AO						
Available, prior permission required	AP	x	x		x		
Available on request	AR	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Identification or radio call sign changed to . . . (specify)	CI	x	x		x		
Cancelled	CN						
Installed	CS	x	x		x		
Work completed	HV						
Work in progress	HW	x	x		x		
Concentration of birds	HX	x	x		x		
Reserved for aircraft based therein	LB	x	x		x		
Closed	LC	x	x		x		
Closed to IFR operations	LI	x			x		
Closed to all night operations	LN	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Closed to VFR operations	LV		x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Snow removal equipment	FS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x				x
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Transmissometer (specify runway and, where applicable, designator(s) or transmissometer(s))	FT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Cancelled	CN						
Installed	CS	x			x		
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Fuel availability	FU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Wind direction indicator	FW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS		x				x
Completely withdrawn	AW		x				x
Completed	CC						
Displaced	CM		x				x
Cancelled	CN						
Installed	CS		x				x
Plain language	XX						

CATEGORY: AGA — FACILITIES AND SERVICES (F)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Customs/immigration	FZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x	x	x	x	
Available on request	AR	x	x	x	x	x	
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Air/ground facility (specify service and frequency)	CA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x		
Identification or radio call sign changed to . . . (specify)	CI	x	x		x		
Temporarily replaced by . . . (specify)	CR	x	x		x		
Installed	CS	x	x		x		
Cancelled	CN						
Interference from . . . (specify)	LF	x	x		x		
Subject to interruption	LS	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Automatic dependent surveillance — broadcast (details)	CB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Automatic dependent surveillance — contract (details)	CC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Controller-pilot data link communications (specify application)	CD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
En-route surveillance radar	CE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x		
Identification or radio call sign changed to . . . (specify)	CI	x			x		
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x			x		
Installed	CS	x			x		
On test, do not use	CT	x			x		
Interference from . . . (specify)	LF	x			x		
Subject to interruption	LS	x			x		
Limited to . . . (specify)	LT	x			x		
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Ground controlled approach system (GCA)	CG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
Selective calling system (SELCAL)	CL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x					x
Completely withdrawn	AW	x					x
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x					x
Identification or radio call sign changed to . . . (specify)	CI	x					x
Cancelled	CN						
Installed	CS	x					x
On test, do not use	CT	x					x
Limited to . . . (specify)	LT	x					x
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Surface movement radar	CM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
On test, do not use	CT	x	x				x
Limited to . . . (specify)	LT	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Precision approach radar (PAR) (specify runway)	CP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x			x	x	
Available on request	AR	x			x	x	
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Cancelled	CN						
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Surveillance radar element of precision approach radar system (specify wavelength)	CR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x			x		
Available on request	AR	x			x		
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x		
Cancelled	CN						
Identification or radio call sign changed to . . . (specify)	CI	x			x		
Installed	CS	x			x		
On test, do not use	CT	x			x		
Subject to interruption	LS	x			x		
Limited to . . . (specify)	LT	x			x		
Trigger	TT	x			x		
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Secondary surveillance radar (SSR)	CS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x		
Identification or radio call sign changed to . . . (specify)	CI	x			x		
Cancelled	CN						
Installed	CS	x			x		
On test, do not use	CT	x			x		
Subject to interruption	LS	x			x		
Limited to . . . (specify)	LT	x			x		
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — COMMUNICATIONS AND SURVEILLANCE FACILITIES (C)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Terminal area surveillance radar (TAR)	CT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x		
Identification or radio call sign changed to . . . (specify)	CI	x			x		
Cancelled	CN						
Installed	CS	x			x		
On test, do not use	CT	x			x		
Subject to interruption	LS	x			x		
Limited to . . . (specify)	LT	x			x		
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Instrument landing system (ILS) (specify runway)	IC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
DME associated with ILS	ID	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x		x	x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Glide path (ILS) (specify runway)	IG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Inner marker (ILS) (specify runway)	II	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x		
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Displaced	CM	x			x		
Cancelled	CN						
Installed	CS	x			x		
On test, do not use	CT	x			x		
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Localizer (ILS) (specify runway)	IL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Middle marker (ILS) (specify runway)	IM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Localizer (not associated with ILS)	IN	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Outer marker (ILS) (specify runway)	IO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
ILS category I (specify runway)	IS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
ILS category II (specify runway)	IT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Downgraded to . . . (specify)	CG	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
ILS category III (specify runway)	IU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Downgraded to . . . (specify)	CG	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Microwave landing system (MLS) (specify runway)	IW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Hours of service are now . . . (specify)	AH	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x		x	x	x	
Downgraded to . . . (specify)	CG	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
On test, do not use	CT	x		x	x	x	
Operating without identification	LG	x		x	x	x	
Subject to interruption	LS	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Locator, outer (ILS) (specify runway)	IX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Operating without identification	LG	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — INSTRUMENT AND MICROWAVE LANDING SYSTEMS (I)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Locator, middle (ILS) (specify runway)	IY	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Operating without identification	LG	x			x	x	
Subject to interruption	LS	x			x	x	
Limited to . . . (specify)	LT	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — GNSS SERVICES (G)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
GNSS airfield-specific operations (specify operation)	GA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — GNSS SERVICES (G)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
GNSS area-wide operations (specify operation)	GW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Not available (specify reason if appropriate)	AU	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
All radio navigation facilities (except . . .)	NA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x	x	x	x	
Completely withdrawn	AW	x	x	x	x	x	
Completed	CC						
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Non-directional radio beacon	NB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
DECCA	NC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Distance measuring equipment (DME)	ND	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Changed	CH	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Fan marker	NF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x				x
Hours of service are now . . . (specify)	AH	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completely withdrawn	AW	x	x				x
Completed	CC						
Displaced	CM	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Locator (specify identification)	NL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
VOR/DME	NM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
TACAN	NN	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
OMEGA	NO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x			x	x	
Completely withdrawn	AW	x			x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Displaced	CM	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
On test, do not use	CT	x			x	x	
Interference from . . . (specify)	LF	x			x	x	
Subject to interruption	LS	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
VORTAC	NT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: CNS — TERMINAL AND EN-ROUTE NAVIGATION FACILITIES (N)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
VOR	NV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Operating but ground checked only, awaiting flight check	AG	x	x		x	x	
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
On test, do not use	CT	x	x		x	x	
Interference from . . . (specify)	LF	x	x		x	x	
Operating without identification	LG	x	x		x	x	
Subject to interruption	LS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Direction finding station (specify type and frequency)	NX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH		x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS		x		x		
Completely withdrawn	AW		x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF		x		x		
Identification or radio call sign changed to . . . (specify)	CI		x		x		
Cancelled	CN						
Installed	CS		x		x		
On test, do not use	CT		x		x		
Limited to . . . (specify)	LT		x		x		
Trigger	TT		x		x		
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Minimum altitude (specify en-route/crossing/safe)	AA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Control zone (CTR)	AC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Air defence identification zone (ADIZ)	AD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x	x	x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Control area (CTA)	AE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Flight information region (FIR)	AF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Concentration of birds	HX	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Upper control area (UTA)	AH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Operational	AO						
Completely withdrawn	AW	x		x	x	x	
Activated	CA	x		x	x	x	
Completed	CC						
Deactivated	CD	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x					x
Realigned	CL	x		x	x	x	
Cancelled	CN						
Closed	LC	x		x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Minimum usable flight level	AL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Area navigation route	AN	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Operational	AO						
Available, prior permission required	AP	x		x	x	x	
Available on request	AR	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Activated	CA	x		x	x	x	
Completed	CC						
Deactivated	CD	x		x	x	x	
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Realigned	CL	x		x	x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
Oceanic control area (OCA)	AO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x				x
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
Reporting point (specify name or coded designator)	AP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Changed	CH	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
ATS route (specify)	AR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x		x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x	x	x	x	
Installed	CS	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Terminal control area (TMA)	AT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
Upper flight information region (UIR)	AU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Operational	AO						
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x					x
Realigned	CL	x		x	x	x	
Cancelled	CN						
Closed	LC	x		x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Upper advisory area (UDA)	AV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x			x	x	
Operational	AO						
Completely withdrawn	AW	x			x	x	
Activated	CA	x			x	x	
Completed	CC						
Deactivated	CD	x			x	x	
Changed	CH	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x					x
Realigned	CL	x			x	x	
Cancelled	CN						
Closed	LC	x			x	x	
Prohibited to . . . (specify)	LP	x			x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Significant point	AX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Changed	CH	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Displaced	CM	x	x		x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x		x	x	
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIRSPACE ORGANIZATION (A)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Aerodrome traffic zone (ATZ)	AZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Installed	CS	x	x	x	x	x	
Reserved for aircraft based therein	LB	x	x	x	x	x	
Closed	LC	x	x	x	x	x	
Closed to IFR operations	LI	x		x	x	x	
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Closed to VFR operations	LV		x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Automatic terminal information service (ATIS)	SA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
ATS reporting office	SB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Area control centre (ACC)	SC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: E					
Flight information service (FIS)	SE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH		x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR		x		x		
Not available (specify reason if appropriate)	AU		x		x		
Completely withdrawn	AW		x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF		x		x		
Identification or radio call sign changed to . . . (specify)	CI		x		x		
Cancelled	CN						
Closed	LC		x		x		
Installed	CS		x		x		
Limited to . . . (specify)	LT		x		x		
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Aerodrome flight information service (AFIS)	SF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR	x	x		x		
Not available (specify reason if appropriate)	AU	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x		
Identification or radio call sign changed to . . . (specify)	CI	x	x		x		
Cancelled	CN						
Closed	LC	x	x		x		
Installed	CS	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Trigger	TT	x	x		x		
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Flow control centre	SL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Oceanic area control centre (OAC)	SO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x		x	x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Approach control service (APP)	SP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Flight service station (FSS)	SS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH		x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available on request	AR		x		x		
Completely withdrawn	AW		x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF		x		x		
Identification or radio call sign changed to . . . (specify)	CI		x		x		
Cancelled	CN						
Installed	CS		x		x		
Closed	LC		x		x		
Limited to . . . (specify)	LT		x		x		
Trigger	TT		x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Aerodrome control tower (TWR)	ST	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x	x	
Identification or radio call sign changed to . . . (specify)	CI	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Upper area control centre (UACC)	SU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x	x	
Identification or radio call sign changed to . . . (specify)	CI	x			x	x	
Cancelled	CN						
Installed	CS	x			x	x	
Closed	LC	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC AND VOLMET SERVICES (S)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
VOLMET broadcast	SV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x		x		
Completely withdrawn	AW	x	x		x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x	x		x		
Identification or radio call sign changed to . . . (specify)	CI	x	x		x		
Cancelled	CN						
Installed	CS	x	x		x		
Interference from . . . (specify)	LF	x	x		x		
Subject to interruption	LS	x	x		x		
Limited to . . . (specify)	LT	x	x		x		
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Upper advisory service (specify)	SY	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x			x		
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Not available (specify reason if appropriate)	AU	x			x		
Completely withdrawn	AW	x			x		
Completed	CC						
Operating frequency(ies) changed to . . . (specify)	CF	x			x		
Identification or radio call sign changed to . . . (specify)	CI	x			x		
Cancelled	CN						
Installed	CS	x			x		
Limited to . . . (specify)	LT	x			x		
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Standard instrument arrival (STAR) (specify route designator)	PA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						
Available on request	AR	x		x	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Standard VFR arrival	PB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD		x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM		x	x	x	x	
Available for night operation	AN		x	x	x	x	
Operational	AO						
Available on request	AR		x	x	x	x	
Completely withdrawn	AW		x	x	x	x	
Completed	CC						
Changed	CH		x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI		x	x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR		x	x	x	x	
Installed	CS		x	x	x	x	
Limited to . . . (specify)	LT		x	x	x	x	
Trigger	TT		x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: AE					
Contingency procedures	PC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x	x	x	x	x	
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: A					
Standard instrument departure (SID) (specify route designator)	PD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						
Available on request	AR	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completed	CC						
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Standard VFR departure	PE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD		x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM		x	x	x	x	
Available for night operation	AN		x	x	x	x	
Operational	AO						
Available on request	AR		x	x	x	x	
Completely withdrawn	AW		x	x	x	x	
Not available (specify reason if appropriate)	AU		x	x	x	x	
Completed	CC						
Changed	CH		x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI		x	x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR		x	x	x	x	
Installed	CS		x	x	x	x	
Limited to . . . (specify)	LT		x	x	x	x	
Trigger	TT		x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Flow control procedure	PF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Holding procedure	PH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Installed	CS	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Instrument approach procedure (specify type and runway)	PI	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD	x		x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM	x		x	x	x	
Available for night operation	AN	x		x	x	x	
Operational	AO						
Available on request	AR	x		x	x	x	
Not available (specify reason if appropriate)	AU	x		x	x	x	
Completely withdrawn	AW	x		x	x	x	
Completed	CC						
Changed	CH	x		x	x	x	
Identification or radio call sign changed to . . . (specify)	CI	x		x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR	x		x	x	x	
Installed	CS	x		x	x	x	
Limited to . . . (specify)	LT	x		x	x	x	
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
VFR approach procedure	PK	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Available for daylight operation	AD		x	x	x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Military operations only	AM		x	x	x	x	
Available for night operation	AN		x	x	x	x	
Operational	AO						
Available on request	AR		x	x	x	x	
Completely withdrawn	AW		x	x	x	x	
Not available (specify reason if appropriate)	AU		x	x	x	x	
Completed	CC						
Changed	CH		x	x	x	x	
Identification or radio call sign changed to . . . (specify)	CI		x	x	x	x	
Cancelled	CN						
Temporarily replaced by . . . (specify)	CR		x	x	x	x	
Installed	CS		x	x	x	x	
Limited to . . . (specify)	LT		x	x	x	x	
Trigger	TT		x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Flight plan processing, filing and related contingency	PL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Activated	CA	x	x				x
Completed	CC						
Deactivated	CD	x	x				x
Changed	CH	x	x				x
Cancelled	CN						
Limited to . . . (specify)	LT	x	x				x
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Aerodrome operating minima (specify procedure and amended minimum)	PM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Noise operating restrictions	PN	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Obstacle clearance altitude and height (specify procedure)	PO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x		x	x	x	
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Radio failure procedure	PR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Transition altitude or transition level (specify)	PT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x		x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Missed approach procedure (specify runway)	PU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x			x	x	
Cancelled	CN						
Trigger	TT	x			x	x	
Plain language	XX						

CATEGORY: ATM — AIR TRAFFIC PROCEDURES (P)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Minimum holding altitude (specify fix)	PX	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
ADIZ procedure	PZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Airspace reservation (specify)	RA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Will take place . . . (specify)	LW	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Danger area (specify national prefix and number)	RD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Completed	CC						
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Military operating area	RM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Completed	CC						
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Overflying of . . . (specify)	RO	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x	x	x	x	
Limited to . . . (specify)	LT	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Prohibited area (specify national prefix and number)	RP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x	x	x	x	
Activated	CA	x	x	x	x	x	
Completed	CC						
Deactivated	CD	x	x	x	x	x	
Changed	CH	x	x	x	x	x	
Realigned	CL	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — AIRSPACE RESTRICTIONS (R)

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: W					
Restricted area (specify national prefix and number)	RR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Completed	CC						
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	**CODE**	Scope: W					
Temporary restricted area (specify area)	RT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Available, prior permission required	AP	x	x		x	x	
Available on request	AR	x	x		x	x	
Completely withdrawn	AW	x	x		x	x	
Activated	CA	x	x		x	x	
Completed	CC						
Deactivated	CD	x	x		x	x	
Changed	CH	x	x		x	x	
Realigned	CL	x	x		x	x	
Cancelled	CN						
Prohibited to . . . (specify)	LP	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Air display	WA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Aerobatics	WB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Captive balloon or kite	WC	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Demolition of explosives	WD	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Exercises (specify)	WE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Air refuelling	WF	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Glider flying	WG	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Blasting	WH	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Banner/target towing	WJ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Ascent of free balloon	WL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Missile, gun or rocket firing	WM	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Parachute jumping exercises, paragliding or hang gliding	WP	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Radioactive materials or toxic chemicals (specify)	WR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Burning or blowing gas	WS	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Mass movement of aircraft	WT	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Unmanned aircraft	WU	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: NAVIGATION WARNINGS — WARNINGS (W)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Formation flight	WV	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Significant volcanic activity	WW	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x	x	x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: W					
Model flying	WZ	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Completed	CC						
Cancelled	CN						
Will take place . . . (specify)	LW	x	x				x
Plain language	XX						

CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: A					
Aeronautical information service	OA	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x		x	x	
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x		x	x	
Completed	CC						
Cancelled	CN						
Installed	CS	x	x		x	x	
Closed	LC	x	x		x	x	
Limited to . . . (specify)	LT	x	x		x	x	
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Obstacle (specify details)	OB	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x				x
Completed	CC						
Erected	CE	x	x				x
Changed	CH	x	x				x
Displaced	CM	x	x				x
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Aircraft entry requirements	OE	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completed	CC						
Changed	CH	x	x	x	x	x	
Cancelled	CN						
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: AE					
Obstacle lights on . . . (specify)	OL	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Unserviceable	AS	x	x				x
Completed	CC						
Realigned	CL	x	x				x
Cancelled	CN						
Installed	CS	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: E					
Rescue coordination centre	OR	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	I	V	N	B	O	M
Hours of service are now . . . (specify)	AH	x	x				x
Resumed normal operation	AK						
Operative (or re-operative subject to previously published limitations/conditions)	AL						
Operational	AO						
Completely withdrawn	AW	x	x				x
Completed	CC						
Cancelled	CN						
Installed	CS	x	x				x
Closed	LC	x	x				x
Limited to . . . (specify)	LT	x	x				x
Trigger	TT	x	x		x	x	
Plain language	XX						

CATEGORY: OTHER INFORMATION (O)

SECOND AND THIRD LETTERS — SIGNIFICATION	CODE	Scope: K					
Checklist	KK	Traffic		Purpose			
FOURTH AND FIFTH LETTERS — SIGNIFICATION	**CODE**	K		K			
Checklist	KK	x		x			

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AD 2

2-1	27 NOV 03
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GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

1.1 The Civil Aviation Administration of ..... (State) provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP; all other aeronautical charts are produced by the Department of Surveys. Charts, suitable for pre-flight planning and briefing, are available for reference at aerodrome AIS units. (Their addresses can be found under paragraph 3 below.) The charts are produced in accordance with the provisions contained in Annex 4 — *Aeronautical Charts*. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under 8. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

The charts as listed under 5. of this subsection may be obtained either from the:

Aeronautical Information Service
P.O. Box 744
1050 State Street
Donlon
TEL: 0123 697 3464
Telefax: 0123 697 3474
Telex: 99 1236
AFS: EADDYAYS

or through the following accredited chart agents:

a) Messrs. George Stopes Ltd.
17-18 Harding Lane
Donlon, 18007
TEL: 0123 694 5030
Telefax: 0123 694 5040
Telex: 99 2142
AFS: NIL

b) Department of Surveys
21 South Arthur Drive
Donlon
TEL: 0123 343 7267
Telefax: 0123 3437277
Telex: 99 0020
AFS: NIL

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

a) World Aeronautical Chart — ICAO 1:1 000 000;
b) Plotting Chart — ICAO;
c) Aerodrome/Heliport Chart — ICAO;
d) Aerodrome Ground Movement Chart — ICAO;
e) Aircraft Parking/Docking Chart — ICAO;
f) Aerodrome Obstacle Chart — ICAO — Type A (for each runway);
g) Aerodrome Obstacle Chart — ICAO — Type C;
h) Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);
i) En-route Chart — ICAO;
j) Area Chart — ICAO;
k) ATC Surveillance Minimum Altitude Chart — ICAO;
l) Standard Departure Chart — Instrument (SID) — ICAO;
m) Standard Arrival Chart — Instrument (STAR) — ICAO;
n) Instrument Approach Chart — ICAO (for each runway and procedure type);
o) Visual Approach Chart — ICAO.

The charts currently available are listed under 5. of this subsection.

4.2 ***General description of each series***

a) *World Aeronautical Chart — ICAO 1:1 000 000.* This series is constructed on Lambert Conical Orthomorphic Projection up to 80°N and the Polar Stereographic Projection between 80°N and 90°N with the scales matching at 80°N. The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) *Plotting Chart — ICAO.* This series, covering the North Atlantic, Western Europe and North Africa, is designed for in-flight long-range navigation and is constructed on Mercator's projection with simple outline of land areas at a scale of 1:5 000 000. Aeronautical data consist of major international aerodromes, selected radio navigation aids, lattices of long-range electronic aids to navigation, FIR, CTA, CTR, reporting points, etc. The chart is designed to provide a means of maintaining a continuous flight record of the aircraft position.

c) *Aerodrome/Heliport Chart — ICAO.* This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

— from the aircraft stand to the runway; and

— from the runway to the aircraft stand;

and helicopter movement:

— from the helicopter stand to the touchdown and lift-off area and to the final approach and take-off area;

— from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand;

— along helicopter ground and air taxiways; and

— along air transit routes.

It also provides essential operational information at the aerodrome/heliport.

d) *Aerodrome Ground Movement Chart — ICAO.* This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

e) *Aircraft Parking/Docking Chart — ICAO.* This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

f) *Aerodrome Obstacle Chart — ICAO — Type A (operating limitations).* This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart — ICAO — Type C, provides the data necessary to enable an operator to comply with the operating limitations of Annex 6, Parts I and II, Chapter 5.

g) *Aerodrome Obstacle Chart — ICAO — Type C.* This chart contains obstacle data necessary to enable an operator to develop procedures to comply with the operating limitations of Annex 6, Parts I and II, Chapter 5, with particular reference to information on obstacles that limit the maximum permissible take-off mass.

This chart must provide certain obstacle data and topographical information covering a distance of 45 km (24 NM) from the aerodrome reference point.

Appropriate topographical charts which are available for the area around the airports, if supplemented with "overprint" obstacle data and other significant aeronautical information, should be suitable for use as the topographic base for the AOC — ICAO — Type C.

This chart is not produced if:

— the required obstacle data is included in the AIP; or

— no obstacles exist, and this fact is included in the AIP.

h) *Precision Approach Terrain Chart — ICAO.* This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and III runways.

i) *En-route Chart — ICAO.* This chart is produced for the entire Amswell FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

j) *Area Chart — ICAO.* This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart — ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

— the transition between the en-route phase and the approach to an aerodrome;

— the transition between the take-off/missed approach and the en-route phase of flight; and

— flights through areas of complex ATS routes or airspace structure.

k) *ATC Surveillance Minimum Altitude Chart — ICAO.* This chart is supplementary to the Area Chart and provides information which will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

l) *Standard Departure Chart — Instrument (SID) — ICAO.* This chart is produced whenever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.

m) *Standard Arrival Chart — Instrument (STAR) — ICAO.* This chart is produced whenever a standard arrival route —instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.

n) *Instrument Approach Chart — ICAO.* This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart — ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

o) *Visual Approach Chart — ICAO.* This chart is produced for aerodromes used by civil aviation where:

— only limited navigation facilities are available; or

— radio communication facilities are not available; or

— no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or

— visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

The responsible service for the provision of telecommunication and navigation facility services in ..... (State) is the Civil Aviation Administration.

Director of Communication Services
Civil Aviation Administration
Government Square
Donlon
TEL: 0123 697 5151
Telefax: 0123 697 5161
Telex: 99 4312
AFS: EADDYTYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 — *Aeronautical Telecommunications*
Doc 8400 — *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*
Doc 7030 — *Regional Supplementary Procedures*
Doc 7910 — *Location Indicators*

2. Area of responsibility

Communication services are provided for the entire AMSWELL FIR. Arrangements for such services on a continuing basis should be made with the Director of Communication Services, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in Station Communication Officers located at each international aerodrome. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Station Communication Officer or to the Director of Communication Services, as appropriate.

3. Types of service

3.1 *Radio navigation services*

The following types of radio aids to navigation are available:

CONSOL
LORAN
LF/MF non-directional beacon (NDB)
VHF direction-finding station (VDF)
Precision approach radar (PAR)
Instrument landing system (ILS)
VHF omnidirectional radio range (VOR)
Distance-measuring equipment (DME)

Note.— Special navigation systems such as CONSOL, DECCA and LORAN are provided as specified in section ENR 4.

Selected radio broadcasting stations are included as additional navigational facilities. The information is limited to stations with a power of 10 kw or more. It should be noted that unserviceability of these stations will not be reported.

The coordinates listed refer to the transmitting antennas with the exception of direction-finding stations, for which the coordinates of the receiving antennas are given.

According to the judgment of the direction-finding station, bearings are classified as follows:

Class A — accurate within ± 2 degrees
Class B — accurate within ± 5 degrees
Class C — accurate within ± 10 degrees

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal. VOT on 113.9 MHz is available at DONLON/ International.

3.2 *Voice/data link services*

Voice service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

Data link service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a) they satisfy the requirements of Annex 10, Vol. II, Chapter 3, 3.3;

b) they are prepared in the form specified in Annex 10;

c) the text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

3.3 ***Broadcasting service***

Sub-area meteorological broadcasts (VOLMET radio-telegraphy broadcasts) are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

3.4 ***Language used:*** *English.*

3.5 ***Where detailed information can be obtained***

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4. Requirements and conditions

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of ..... (State). The main provisions are briefly summarized below ..... (specify).

8. SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET and AIRMET service

Name of MWO/ location indicators	*Hours*	*FIR or CTA served*	*Validity*	*Specific SIGMET procedures*	*AIRMET procedures*	*ATS unit served*	*Additional information*
1	2	3	4	5	6	7	8
DONLON	H24	Amswell FIR	SIGMET/4 HR	SIGMET VA/TC: VALIDITY 6 HR	Issued during daytime only (0600-1800 UTC)	Donlon ACC	NIL

8.1 ***General***

For the safety of air traffic, the Meteorological Authority maintains a continuous watch over meteorological conditions affecting flight operations within the lower and upper FIR and when necessary, SIGMET and AIRMET information is issued by the Meteorological Watch Office (MWO). Furthermore, aerodrome warnings are issued to operators, in accordance with local arrangements, by all aeronautical MET offices at aerodromes.

8.2 ***Meteorological watch***

The meteorological watch is performed by the following MWOs: ..... (specify).

The MWOs issue SIGMET and AIRMET information in accordance with Annex 3, Chapter 7.

8.3 ***Aerodrome warnings***

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by all aerodrome meteorological offices, if one or several of the following phenomena are expected to occur at the airport:

— strong surface winds and gusts[1]
— thunderstorm
— hail
— frost[2]
— hoar frost or rime
— snow
— freezing precipitation

The aerodrome warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

8.4 ***Dissemination of SIGMET/AIRMET information to aircraft in flight***

SIGMET and AIRMET information is disseminated, in addition to directed transmissions to aircraft general calls, as an aeronautical broadcast between 0700 (0600 during legal summer time) until SS + 30

a) by the Area Control Centre Donlon for Donlon FIR;

b) by the ATS units for their own area of responsibility.

The information is repeated every half and full hour during the period of validity of the SIGMET and AIRMET information.

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1. The warning is designated as "storm warning" and will be issued when the mean speed of the surface wind is expected to exceed 34 kt (Beaufort Scale 8) or when gusts in excess of 41 kt (Beaufort Scale 9) are expected to occur.

2. A "frost warning" will be issued when the air temperature is expected to fall below 0°C on those dates when protective measures have generally not yet been taken and also when a substantial deposit of hoarfrost, e.g. on wing surfaces, is expected.

PART 2 — EN-ROUTE (ENR)

ENR 0.

ENR 0.1 PREFACE — Not applicable
ENR 0.2 RECORD OF AIP AMENDMENTS — Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS — Not applicable
ENR 0.4 CHECKLIST OF AIP PAGES — Not applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP — Not applicable

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ENR 1.6 ATC SURVEILLANCE SERVICES AND PROCEDURES

1. Primary radar

1.1 *Supplementary services*

1.1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.1.2 A pilot will know when radar services are being provided because the radar controller will use the following call signs:

a) aircraft under area control — "Amswell Radar";

b) aircraft under approach control — "Donlon Director";

c) aircraft carrying out a precision radar approach or ILS approach monitored by PAR — "Donlon Precision".

1.1.3 Amswell area control service operates two radar stations:

a) LRR — station at Donby position 53 14N 033 15W, range 440 km;

b) LRR — station at Siby position 46 48N 028 50W, range 440 km.

1.1.4 Donlon approach control service operates:

a) TAR — station at Donlon Airport at position ....., range 100 km;

b) PAR — station at Donlon Airport at position ....., covering approach sector to RWY 27R.

1.2 *The application of radar control service*

1.2.1 Radar identification is achieved according to the provisions specified by ICAO.

1.2.2 Radar control service is provided in controlled airspaces to aircraft operating within the Donlon TMA and along all AWYs, except the segment between WOBAN and ROCKBY of AWY A6. This service may include:

a) radar separation of arriving, departing and en-route traffic;

b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;

c) radar vectoring when required;

d) assistance to aircraft in emergency;

e) assistance to aircraft crossing controlled airspace;

f) warnings and position information on other aircraft considered to constitute a hazard;

g) information to assist in the navigation of aircraft;

h) information on observed weather.

1.2.3 The minimum horizontal radar separations are:

a) 9 km en route along airways;

b) 6 km in the Donlon TMA.

1.2.4 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.3 *Radar and air-ground communication failure procedures*

1.3.1 *Radar failure*

In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

1.3.2 *Air-ground communication failure*

1.3.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

1.3.2.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

1.4 *Graphic portrayal of area of radar coverage*

Since the area of radar coverage is identical to that of SSR, see ENR 1.6.2.4 — Graphic portrayal of area of coverage of radar/SSR.

2. Secondary surveillance radar (SSR)

2.1 *Emergency procedures*

2.1.1 Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Amswell FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

2.1.2 Pilots of aircraft about to enter Amswell FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A/3, Code 20 (or 2000) before entry and maintain that code setting until otherwise instructed.

2.1.3 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

2.1.4 In all other circumstances, the transponder shall be set to Mode A/3, Code 77 (or 7700). Notwithstanding the procedure in 2.1.1 above, a pilot may select Mode A/3, Code 77 (or 7700) whenever the nature of the emergency is such that this appears to be the most suitable course of action.

Note.— Continuous monitoring of responses on Mode A/3, Code 77 is provided.

2.2 *Radio communication failure and unlawful interference procedures*

2.2.1 *Radio communication failure procedure*

In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

2.2.2 *Unlawful interference procedure*

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (or 7700).

Note.— Mode A, Code 7500 is permanently monitored in the Amswell FIR/UIR.

2.3 *System of SSR Code assignment*

The following functional codes (first two digits) are assigned by Amswell ACC:

Departing traffic	
Cruising level below FL 195	:04
Cruising level above FL 195	:21
Domestic flights	:47
Arriving traffic	
Donlon TMA	:45/46
Other TMAs	:47
Overflying traffic	
Cruising level below FL 195	:04
Cruising level above FL 195	:21 (eastbound)
Cruising level above FL 195	:07 (westbound)
Test and training flights	:47

Note.— Although the equipment of Amswell ACC and Donlon approach cannot as yet distinguish individual codes (only the first and second digits are decoded), four-digit codes are assigned for the benefit of adjacent centres and civil-military coordination.

ENR 3. ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP/RNAV [1]) Name of significant points Coordinates	*Track MAG ↓/↑ VOR RDL DIST (COP)*	*Upper limits / Lower limits or Minimum altitude [2] Airspace classification*	*Lateral limits KM*	*Direction of cruising levels* Odd	Even	*Remarks Controlling unit channel Logon address*
1	2	3	4	5		6
A4 **(RNP 4) [3]**						For continuation, see AIP ..... (specify).
▲ BARIM 423006N 0370006W	074°/254° 69.3 KM	FL 195 / 900 M AMSL (or) MEA = 1 200 M Class C	18	↓		
▲ WOBAN VOR (WOB) 424030N 0361024W	053°/233° 771.6 KM (489/282)					Amswell ACC channel: 120.300
▲ EKCOMBE VOR (EKO) 470812N 0283830W	064°/244° 446.0 KM					
▲ LIMAD VOR (LMD) 484800N 0231300W	064°/244° 163.2 KM				↑	
▲ VEGAT 492130N 0210800W						For continuation, see AIP ..... (specify).
A6 **(RNP 4)**						For continuation, see AIP ..... (specify).
▲ TEMPO (FIR BDRY) 565024N 0295136W	210°/030° 165.9 KM	FL 195 / 900 M AMSL (or) MEA = 1 200 M Class C	18		↓	
Δ RAINBY NDB (RNB) 553854N 0310400W	196°/016° 289.4 KM					All flights between TEMPO and DONNARD shall file a flight plan, maintain two-way radio contact with Amswell ACC and report positions as instructed to eliminate or reduce the need for interception.
▲ DONNARD NDB (DON) 530218N 0320906W	194°/014° 76.5 KM					
▲ BOORSPIJK VOR/DME (BOR) 552206N 0322230W	195°/015° 57.1 KM	FL 195 / 1 350 M AMSL (or) MEA = 1 700 M Class C	18		↓	Amswell ACC channel: 120.300
▲ ROBINE NDB (ROB) 515900N 0323300W	199°/017° 509.0 KM	MOCA = 4 000 ft Class C	18		↓	
▲ ROCKBY NDB (ROK) 473500N 0342942W	199°/019° 561.8 KM					
▲ WOBAN VOR (WOB) 424036N 0361024W						For continuation, see AIP ..... (specify).

1. RNP = required navigation performance specification; RNAV = area navigation specification.
2. MEA = minimum en-route altitude; MOCA = minimum obstacle clearance altitude.
3. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.2 UPPER ATS ROUTES

Route designator (RNP/RNAV [1]) Name of significant points Coordinates	*Track MAG ↓/↑ VOR RDL DIST (COP)*	*Upper limits / Lower limits Airspace classification*	*Lateral limits KM*	*Direction of cruising levels* Odd	Even	*Remarks Controlling unit channel Logon address*
1	2	3	4	5		6
UA4 **(RNP 4)[2]**						For continuation, see AIP ..... (specify).
▲ BARIM 423006N 0370006W	074°/254° 69.3 KM	FL 450 / FL 195 Class C	18	↓		
▲ WOBAN VOR (WOB) 424030N 0361024W	053°/233° 771.6 KM (489/282)					Amswell ACC channel: 120.300
▲ EKCOMBE VOR (EKO) 470812N 0283830W	064°/244° 446.0 KM					
▲ LIMAD VOR (LMD) 484800N 0231300W	064°/244° 163.2 KM					
▲ VEGAT 492130N 0210800W					↑	
						For continuation, see AIP ..... (specify).
UA6 **(RNP 4)**						For continuation, see AIP ..... (specify).
▲ TEMPO (FIR BDRY) 565024N 0295136W	210°/030° 165.9 KM	FL 450 / FL 195 Class C	18		↓	All flights between TEMPO and DONNARD shall file a flight plan, maintain two-way radio contact with Amswell ACC and report positions as instructed to eliminate or reduce the need for interception.
Δ RAINBY NDB (RNB) 553854N 0310400W	196°/016° 289.4 KM					
▲ DONNARD NDB (DON) 530218N 0320906W	194°/014° 76.5 KM					Amswell ACC channel: 120.300
▲ BOORSPIJK VOR/DME (BOR) 552206N 0322230W	195°/015° 57.1 KM					
▲ ROBINE NDB (ROB) 515900N 0323300W	199°/017° 509.0 KM					
▲ ROCKBY NDB (ROK) 473500N 0342942W	199°/019° 561.8 KM				↑	
▲ WOBAN VOR (WOB) 424036N 0361024W						For continuation, see AIP ..... (specify).

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	*Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limit / Lower limit Airspace classification*	*Direction of cruising levels* Odd	Even	*Remarks Controlling unit channel Logon address*
1	2	3	4	5		6
UL 123 (RNP 4)[2]						For continuation, see AIP ..... (specify).
▲ FIR BDRY (SANOK) 412448N 0300306W	NIL				↓	
		434.3				
▲ ULENI 442348N 0332942W	WOB 050° 286.3 NM 150 M					
		195.6	FL 460 / FL 245			Amswell ACC channel: 120.300
Δ ABOLA 454236N 0351012W	WOB 15° 336.7 NM 150 M					
▲ FIR BDRY (ILURU) 500112N 0413648W	NIL			↑		
						For continuation, see AIP ..... (specify).

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.4 HELICOPTER ROUTES

Route designator (RNP/RNAV[1]) *Name of significant points* *Coordinates*	*Track MAG ↓/↑* *VOR RDL* *DIST* *(COP)*	*Upper limit* *Lower limit* *Airspace classification*	*Minimum flight altitude*	*Remarks* *Controlling unit channel*
1	2	3	4	5
HK 123 **(RNP 4)[2]**				
Δ RICHMAAST/Richmaast Heliport 555006N 0263412E	021°/201° 9.8 NM			
▲ Richmaast NDB RIC 555918N 0262830W	016°/195° 41.2 NM	FL 85 GND Class C	300 M MSL	Amswell ACC channel: 121.100
▲ OLNEV 563921N 0261133W	259°/077° 57.8 NM			
▲ BONDA 562524N 0275242W	130°/311° 56.4 NM			
Δ RICHMAAST/Richmaast Heliport 555006N 0263412E				

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.5 OTHER ROUTES

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	*Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna*	*Great circle DIST NM*	*Upper limit / Lower limit Airspace classification*	*Direction of cruising levels*		*Remarks Controlling unit channel*
				Odd	*Even*	
1	2	3	4	5		6
Note.— To be used for other routes as appropriate. If no other routes are available, insert "NIL".						

1. RNP = required navigation performance; RNAV = area navigation specification.

ENR 5.4 AIR NAVIGATION OBSTACLES — AREA 1

(Height 100 m AGL or higher)

OBST ID or designation	*OBST type*	*OBST position*	*ELEV/HGT (M)*	*OBST LGT Type/Colour*	*Remarks*
1	2	3	4	5	6
Justine	Mast	510136N 0311932W	277/163	OBST/R	Obstacle data sets are available (see GEN 3.1.6)
Rainby	Chimney	553208N 0310225W	178/136	OBST/R	
Kipol	Antenna mast	462021N 0250000W	505/454	Hazard light/ FLG W	
Woodbank	Bridge tower	425015N 0364952W	170/110	Illuminated (flood light)	

PART 3 — AERODROMES (AD)

AD 0.

AD 0.1 PREFACE — Not applicable
AD 0.2 RECORD OF AIP AMENDMENTS — Not applicable
AD 0.3 RECORD OF AIP SUPPLEMENTS — Not applicable
AD 0.4 CHECKLIST OF AIP PAGES — Not applicable
AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP — Not applicable

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name *Location indicator*	*Date of certification*	*Validity of certification*	*Remark*
1	2	3[1]	4
AKVIN/Akvin EADA	26 NOV 2000	1 year	Certified by CAA
DENGRON/Deleede EADE	26 NOV 2000	2 years	Certified by CASA
DONLON/Intl. EADD	24 NOV 2000	3 years	Certified by DCA
HOLMSTOCK/Landa EADS	24 NOV 2000	1 JAN 2002	Certified by CAA
MALAN/Malan EADM	Not certified		
NIBORD/Nibord EADN	26 NOV 2000	5 years	Certified by CASA
SIBY/Bistock EADB	26 NOV 2000	—	Certified by CASA
TORILUILLE/Toriluille *EADU	26 NOV 2000	—	
WICHNOR/Slipton EADW	26 NOV 2000	—	
YANMORE/Yanmore *EADR	26 NOV 2000	—	Certified by CASA
YUNWELL (MIL AD) EADY	26 NOV 2000	—	Joint civil/military operation
ZANBY (MIL AD) EADZ	Not certified		

1. In column 3, the dash (—) indicates that the certificate does not have an end of validity; the certificate is perpetual.
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

EADD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
09L	SIAL 600 M LIM	Green –	PAPI Left/3° (30 FT)	Nil	2 800 M, 30 M White, LIH	2 800 M, 50 M White, LIH	Red –	Nil	Nil
27R	CAT II 900 M LIH	Green –	PAPI Left/3° (69 FT)	900 M	2 800 M, 7.5 M White; FM 1 900 M– 2 500 M Red/White; FM 2 500 M Red; LIH	2 800 M, 50 M White, LIH	Red –	Nil	Nil
09R	NIL	Green –	PAPI 3.75° (28 FT)	Nil	Nil	2 600 M, 50 M White, LIM	Red –	200 M Red	Nil
27L	Nil	Green –	T-VASIS 2.75° (40 FT)	Nil	Nil	2 600 M, 50 M White, LIM	Red –	200 M Red	Nil

EADD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: At Tower Building, FLG W EV 2 SEC/IBN: NIL H24
2	*LDI location and LGT* *Anemometer location and LGT*	LDI: 800 M W of ARP, lighted Anemometer: 300 M from THR 09L, not lighted
3	*TWY edge and centre line lighting*	Edge: All TWY Centre line: TWY A, B, C, D, E
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	*Remarks*	Nil

EADD AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO* *Geoid undulation*	522226.98N 0315636.61W 12.5 M/41.5 FT
2	*TLOF and/or FATO elevation M/FT*	33 M/109 FT
3	*TLOF and FATO area dimensions, surface, strength, marking*	Rectangle 30 x 30 M, asphalt, 10 tonnes, white edges and white letter H
4	*True BRG of FATO*	123.25/303.25° Direction of TKOF zones: 124° GEO 304° GEO
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	FATO area edge, air TWY to apron
7	*Remarks*	Nil

EADD AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	DONLON CTR A circle, radius 35 KM centred at 522318N 0315658W (ARP)
2	*Vertical limits*	SFC to 3 000 FT MSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Donlon Tower English
5	*Transition altitude*	3 500 FT MSL
6	*Remarks*	Nil

EADD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Channel*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP	Donlon Approach	119.100 121.500	H24 H24	Primary frequency, VDF available. Emergency frequency
TWR	Donlon Tower	118.100 117.900 119.900	As AD HO HO	Primary frequency Military aircraft
SRE	Donlon Director	123.700 118.100	0700–2100 (0600–2000) O/R	Primary frequency
PAR	Donlon Precision	119.900	O/R 0700–2100 (0600–2000)	For RWY 27R. Primary frequency
ATIS (ARR)	Donlon Arrival Information	122.750	0600–2200 (0500–2100)	
ATIS (DEP)	Donlon Departure Information	122.850	0600–2200 (0500–2100)	
ATIS (INF)	Donlon Information	122.750	2200–0600 (2100–0500)	

EADD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME (3°W/1990)	BOR	116.900 MHz	H24	522206.2N 0322230.8W	60 M	Nil
VOR/DME (3°W/1990)	CAA	114.300 MHz	H24	522254.4N 0314436.1W	30 M	
VOR/DME (3°W/1990)	KAV	115.000 MHz CH 97X	H24	523218.3N 0315512.6W	30 M	
L	KL	411 KHz	H24	522301.2N 0315102.3W		087° MAG/5.7 KM to RWY 27R. Coverage 45 KM
LLZ 27R (3°W/1990) ILS CAT II (3°W or 357°)	OXS	109.100 MHz	H24	522232.1N 0315754.8W		
GP 27	Dots/Dashes	331.400 MHz	H24	522242.4N 0315536.4W		2.75°, RDH 51 FT
MM 27	Dashes	75 KHz	H24	522246.8N 0315422.8W		087° MAG/1.1 KM to RWY 27R
OM 27	OM 27	75 KHz	H24	522301.2N 0315102.3W		087° MAG/5.7 KM to RWY 27R
GPS NPA	N/A	1575.42 MHz	H24	N/A	N/A	Transmitting antennas are satellite based
WAAS LPV	N/A	1575.42 MHz	H24	N/A	N/A	Transmitting antennas are satellite based
GBAS CAT I	ERWN	133.000 MHz	H24	522244.4N 0315536.4W	N/A	

EADD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

At Donlon Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office and at the Terminal Building. This manual includes, among other subjects, the following:

a) the meaning of markings and signs;

b) information about aircraft stands including visual docking guidance systems;

c) information about taxiing from aircraft stands including taxi clearance;

d) limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;

e) helicopter operations;

f) marshaller assistance and towing assistance;

g) use of engine power exceeding idle power;

h) engine start-up and use of APU;

i) fuel spillage; and

j) precautions during extreme weather conditions.

Marshaller assistance can be requested and further information about the regulations can be obtained from the TWR or surface movement control (SMC).

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or SMC.

"Local Regulations" may be requested, in writing, from:

Donlon Airport
Airport Office
Donlon 4 W

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR or SMC. General aviation aircraft will have to use the general aviation parking area.

Assistance from the "FOLLOW ME" vehicle can be requested via the TWR or SMC. General aviation aircraft will always be guided by the "FOLLOW ME" vehicle.

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Frequency 119.90 MHz is to be used in the period 0600–2200 (0500–2100) and 118.10 MHz in the period 2200–0600 (2100–0500). Departing aircraft shall obtain push-back clearance and taxi instruction from DONLON APRON on 121.900 MHz.

3. Parking area for small aircraft (General aviation)

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4. Parking area for helicopters

The parking area for helicopters consists of two marked stands (H-80 and H-81). Helicopters will always be guided by a marshaller on the stand.

5. Apron — taxiing during winter conditions

Certain taxiways in the apron area are not equipped with centre line lights. The taxi guide lines may not be visible due to snow. Assistance from the "FOLLOW ME" vehicle can be requested via the TWR or SMC.

Part III

Noise abatement procedures for helicopters

1. General provisions

1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions in section 2 below, if deemed necessary for safety reasons.

1.2 Deviations from the provisions in sections 2 and 3 below are permitted in connection with:

a) take-off and landing for vital flights, such as ambulance and transplantation flights, and the like.

b) take-off and landing in connection with rescue operations.

c) take-off and landing in connection with security control of the airport area.

d) landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land.

e) landing where the pilot-in-command declares an emergency situation.

1.3 Approach and departure respectively, carried out using VFR, will normally be cleared via HOLDING ....., VFR-route ..... or VFR-route ..... with the limitations stated in 2.3.

1.4 Departure, carried out using IFR, will be cleared in the direction of RWY 04 or RWY 12 with the limitations stated in 2.3.

2. Use of the runway system during the day period [0600–2300 (0500–2200)]

2.1 In the periods 0600–0700 (0500–0600) and 2200–2300 (2100–2200), the airport is closed for helicopter traffic.

2.2 Take-off and landing shall take place from/at THR 27L or 27R.

2.3 From the threshold used:

a) departure shall take place on tracks between 030° and 130°;

b) arrival shall take place on tracks between 210° and 310°.

2.4 Hover-taxiing is not permitted with helicopters equipped with wheels.

2.5 Taxiing to and from 27R shall be executed via TWY ..... (specify).

2.5.1 When 27R is the runway in use and there is traffic on TWY ..... (specify), taxiing from THR ..... (specify) will be permitted via RWY 27R and TWY ..... (specify).

3. Use of the runway system during the night period (2300–0600 local time)

3.1 In the period 2300–0600 local time, the airport is closed for helicopter traffic.

4. Reporting

4.1 ***The reporting of Air Traffic Control Donlon to the Civil Aviation Administration, Aviation Inspection Department***

4.1.1 The ATC Donlon shall notify the Aviation Inspection Department of every operation deviating from the above-mentioned provisions.

4.1.2 The ATC Donlon shall notify the Aviation Inspection Department of every clearance according to the provisions in 1.1 and 1.2.

4.1.3 The Aviation Inspection Department will make further investigations based on reports from the ATS.

3 0112 115889641

EADD AD 2.22 FLIGHT PROCEDURES

General

Unless special permission has been obtained from Donlon Approach or Donlon Tower as appropriate, flight within Donlon TMA and Donlon CTR shall be in accordance with the Instrument Flight Rules.

Procedures for IFR flights within Donlon TMA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

ATC surveillance procedures within Donlon TMA

Radar vectoring and sequencing

Normally, aircraft will be vectored and sequenced from DONNORD and DONNEST NDBs and JUSTIN, ROBIN and OSTO reporting points to the appropriate final approach track (ILS, PAR, VOR/DME), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/ altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Surveillance radar approaches

Surveillance radar approaches will be carried out for runways 27L, 09L and 09R, as step down commencing descent from 10 km at an altitude of 600 m. Surveillance radar final approaches will be terminated at 3.5 km from touchdown.

At each nautical mile and until 3 NM from touchdown, the pilot will be given the precomputed check altitude so that the nominal glide path can be maintained.

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Chart.

Precision radar approach

Precision radar approach is available for RWY 27R only. It will be terminated at approximately 1 km from touchdown on RWY 27R. In the event of a pilot requesting radar assistance to carry out an emergency precision radar approach and landing, the PAR controller will continue the approach to the point of touchdown or until the aircraft is known to have the runway in sight. A pilot may request a practice emergency radar approach in weather conditions equal to or better than a visibility of 1.8 km and a cloud ceiling of 150 m. In addition, ATC may request a pilot to carry out this procedure for ATC training purposes.

Communication failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in Annex 2. For the Donlon TMA, information concerning the associated navigation aids and the routing is given on page ..... (specify).

Low visibility procedures

RWY 27R, equipped with ILS approved for CAT II, will be used under RVR below 800 m to 350 m. In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM of touchdown and has not completed its landing run. When RVR at TDZ falls below 400 m, a follow-me car is available on standby to assist pilots during taxi upon request. Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase "LOW VISIBILITY PROCEDURES IN PROGRESS" and will also provide details of any unavailability of equipment relevant to LVP. Piilots will be informed by ATC when LVP are terminated.

The preparation phase will start when visibility falls below 1 500 m and/or the ceiling is at or below 300 ft, and CAT II operations are expected. The operations phase will start when RVR falls below 800 m or ceiling is at or below 200 ft. LVP will be terminated when RVR is greater than 800 m and the ceiling is higher than 200 ft, and a continuing improvement in these conditions is expected. CAT II approach during normal operations is allowed, but due to high traffic intensity, the protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur in periods outside of the low visibility procedures.